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Canada Pacific Railway.

It is expected that the value of the rolling stock and equipments which the Canadian Government is to turn over to the Canada Pacific Syndicate will be fixed this week and the transfer of the part of the road now in operation will probably be promptly made. Preparations are said to be on foot for vigorously pushing construction as soon as the transfer is effected. The recently appointed officers are: R. B. Stickney, General Superintendent; Gen. Rosser, late Chief Engineer of the Northern Pacific, Chief Engineer; William Hardee, Assistant General Freight Agent; J. G. Ogden, Auditor; W. K. Baker, Local Treasurer.

In regard to the operations and plans of the managers a communication from Winnipeg to the London (Ont.) Free Press says that "the Syndicate has already ordered six hundred additional freight cars, one hundred of which will be box cars. These will shortly arrive. It has also arranged to purchase twenty additional locomotives, which will arrive as fast as built. It has purchased four hundred and fifty thousand ties, which are already got out, and made a contract for further unlimited quantities, for which cash will be paid on delivery. It has taken over five thousand tons of steel rails from the Government, and purchased five thousand tons besides. Trains loaded with rails and other material for the construction of the line between Winnipeg and the Rocky Mountains are already crossing Red River, and every effort will be used to transfer as large quantities as possible to the western bank of the river before the approaching break up of ice necessitates a demolition of the temporary pile-trestle bridge, on which trains at present cross. Mr. Stickney hopes, by great energy, to accomplish the transfer of all material needed for the construction up till the time the permanent bridge now being built by the city of Winnipeg is completed, probably about the 1st of July. No positive arrangements are made as to steamboat connections yet, but probably harmonious arrangements will be settled with the Winnipeg and Western Transportation Company by which their boats will co-operate in the passenger and freight traffic and in conveying material for construction to points on the Assiniboine river. Gen. Rosser said that he will start west to inspect the proposed location of the road westward, which is already built for one hundred miles, after the return of Stickney from St. Paul, who goes there to-mor-

row morning to confer with the directors. He adds that the length of road to be built during the approaching season will be only limited by the extent of facilities for conveying ties, rails and iron for bridging westward, the country being almost entirely prairie. He intends to engage all the men and teams that he can secure and put them to work grading and ditching as soon as the frost is out of the ground, which will be in about four weeks. A large quantity of oats has been already secured for sowing. Gen. Rosser arrived last night, and has not yet organized his personal staff. Great satisfaction is felt here at his appointment, as his character as a "rusher" is well known to many of our citizens, and his past career in connection with the Baltimore and Ohio Railway, Pittsburgh and Connellsville Railroad, and more especially the Brainard branch of the Northern Pacific Railway, affords every guarantee for energy and ability. Since this time he has been contracting, and last season he built a short line between St. Paul and Minneapolis, and other pieces of road elsewhere."

Railroads in Manitoba.

Application will be made at the forthcoming adjourned session of the Legislature of Manitoba for an act to incorporate the Winnipeg Southern Railway Company, with power to build and operate a railway beginning at the city of Winnipeg and running thence southerly to the village of West Lynne, and with power to build and construct a branch thereto, starting from the main line at or near the town of Morris, and running southwesterly into the Mennonite reserve in the southern part of this province. Also, for an act to incorporate the Southern Manitoba Loan Company with such powers as may be necessary to enable the said company to borrow money from time to time upon bonds or other securities, and to transact the business of loaning money upon mortgages of real estate in this province. Also, for an act to incorporate the Winnipeg Southeastern Railway Company, with power to build and operate a railway beginning at the city of Winnipeg, thence southerly to the boundary between the said province of Manitoba and the State of Minnesota. Also, for an act to incorporate the Winnipeg and West Lynne Railway Company, with power to construct and operate a railway from the city of Winnipeg, thence in a southerly direction to a point on the boundary line be-

tween the province of Manitoba and the United States of America at or near West Lynne, and with power to build a branch westerly to the boundary between the said province and the northwest territories. Also, for an act to incorporate the Meadow Lea and Lake Manitoba Railroad Company, with power to build and operate a railway beginning at Meadow Lea Station on the Canada Pacific Railway and thence northwesterly to a point on Lake Manitoba at or near Lake Francis.

Great Bridges and Their Builders.

In the New York Sunday Tribune recently "Johnny Bonquet" blends fact and sentiment about some of the world's representative bridges and their builders in the following interesting manner: Robert Stephenson, great engineer as he was, reported that suspension bridges would never do for steam. John A. Roebling answered with the Niagara suspension bridge, the cheapest structure and one of the best ever built upon the globe for such a necessity. Roebling is the author of most of the bridge to Brooklyn.

In Menai Strait, which divides an island from the northwestern corner of Wales, the tides rise to the height of thirty feet sometimes and generally twelve feet. The British Government erected a bridge on the great high road from England to Ireland over this strait in 1826. It is a suspension bridge built by Telford on chains and cost \$600,000 gold, at that time; it is 100 feet above the water. Twenty years afterward George Stephenson began to build the tubular bridge three miles above, spanning the same strait. It took five years, and trains crossed it in 1850. It has four spans, the two in the middle being 460 feet wide each, and the whole bridge is about 1840 feet long. It is 128 feet above high water mark and cost \$3,000,000.

The Niagara suspension bridge, built by Roebling, in 1852, cost only \$500,000, is 800 feet in length and 230 feet above the river, and its towers are about 84 feet high. The Niagara foot bridge, built in 1869, cost \$175,000, and was said to be, when opened, the longest suspension bridge in the world, or 1,268 feet between towers.

The Cincinnati Suspension Bridge, by Roebling, stands next to the East River Bridge, and is 1,057 feet between towers, 2,252 between the ends, the bridge is 108 feet above low water, the towers are 230 feet high, and each is taller and

larger than the Bunker Hill Monument, and the structure cost \$1,800,000; it was built by a company and charges three cents toll per man. This bridge has been in most useful operation since about 1867; it was eleven years between its commencement and opening.

Roebling was the greatest bridge builder in the world. He started the making of wire cordage in America and built suspension bridges to carry the aqueducts of canals across rivers, and engineered the Pennsylvania Railroad across the mountains.

The Brooklyn Bridge, between towers, is 1,595 feet long. Behind the towers there are 940 feet each side, back to the anchorages. The whole length of the bridge and approaches is 6,000 feet. It is one of the widest bridges in the world, 85 feet, with a promenade 13 feet wide, two railroad tracks and four carriage and horse car tracks. It is 135 feet in the centre above the water. The rock on which the towers rest is about ninety feet below the surface of the water on the New York side and half that depth on the Brooklyn side, the most stupendous thing about the structure. Each tower is 134 feet long by 56 wide, and at the top these dimensions are reduced to 120 feet by 40, or the size of a very large house. Each tower is 238 feet above high water. It is 1,336 feet from the beginning of the causeway on Chatham street out to the anchorage on the New York shore. The architect of the bridge received his death wound almost at its inception, standing on the upper frame work of Fulton ferry slip as a boat came in and threw its weight against the piles, which yielded and crushed his foot. As if the spirit of the old ferry, about to be supplanted, had revenged itself on the innovator! They buried Roebling in that summer of 1869, at Trenton, New Jersey, near the spot where poor John Fitch, the watchmaker, eighty-two years before, had started the steamboat. But Roebling's true monument is the Brooklyn Bridge towers, and between them, in the nerves and tendons, trembling like a weaver's web, plies the shuttle of his soul. You can hear his own words if you are reverent, calling to the ships and steamers beneath: "It will be the greatest engineering work of the continent and the greatest bridge in existence. Its towers will be national monuments! It will forever testify to the energy, enterprise and wealth of the great communities it overhangs!" Upon the portal of the bridge they might also inscribe his motto: "I have no fear of honest difference of opinion, it is only cavillers that I dread."

Roebling was hardly more of a German than his great predecessor, Charles Ellet, jr., who went to the Polytechnic School in Paris from his native land to study, while Roebling immediately on graduating at the Polytechnic School of Berlin emigrated to America at the age of twenty-five. Ellet built the first suspension bridge in America at Fairmount, Philadelphia, in 1841, and his suspension bridge at Niagara preceded Roebling's. He also built the suspension bridge at Wheeling, Va., in 1848, then the longest in the world, or 1,000 feet, which stood six years when a storm blew it down. Not improbably he was the precursor of Roebling, whose bridges are the marvels of the art. Ellet lost his life in the capture of Memphis, 1862, shot in the knee in the moment

of victory. He was born within sight of Trenton, where Roebling lived and worked, and in the same county with the Ellicott brothers, who surveyed in the previous century the boundaries of our States. Roebling's son, now finishing his father's work on the Brooklyn Bridge, was, like Ellet's sons, in the Union Army. His name is Washington A. Roebling; he was on G. K. Warren's staff and I think is Warren's brother-in-law.

The mighty approaches to the Brooklyn Bridge inspire the eye with fear; its preface is a great epic poem: the leap is worthy of the Stralis of Gibraltar. To it the cities are lying in rags like two sleeping swarms of men over whom a great angel is stepping with a lute. It is the true cathedral of New York and Brooklyn, lifting man to heaven and saying "courage!" Yet, huge as it is, the Chinese built bridges on this plan while Christ was yet alive.

A few notes on comparative bridges will conclude. The most modern and representative bridge in London is the new Blackfriars, opened twelve years ago. It is of five iron arches on stone piers, is 1,272 feet long, and cost \$1,600,000.

The Pont Neuf, probably the longest bridge in Paris, rebuilt 1852, is 1,080 feet long, and partly stands upon an island in the middle of the Seine.

The International bridge at Buffalo, finished in 1873, cost \$1,500,000, and has twelve spans, in all 3,550 feet.

The bridge over the Susquehanna at Havre de Grace, finished in 1867, is seven-eighths of a mile long, and cost \$1,250,000. The bridge over the Gunpowder River, between the Susquehanna and Baltimore, is 5,238 feet long.

The longest stone arch in the world is said to be the Cabin John Bridge on the Washington Aqueduct, 100 feet above the stream below, and 220 feet span.

The iron truss bridge over the Connecticut River below Springfield was built at Manchester, England, and sent over here and set up in 1866. It is 1,525 feet long and cost \$265,000. The bridge over Newark Bay, between Bergen Point and Elizabethport, is one mile and a half long.

The bridge across the Susquehanna at Harrisburg, resting on a large island in the middle of the river, was built in 1817 by a celebrated bridge architect of that day named Burr. It is 2,876 feet long and cost \$155,000—more than half subscribed by the State. A bridge by the same architect at Columbia, about twenty miles lower down, is 5,960 feet long, or more than one mile, and was erected by a company supported by the State in 1814, at a cost of \$232,000. At that time bridge companies were sometimes in the banking business as well, and the tolls were very high. I remember when a boy being pulled up an inclined plane at Columbia by which the Pennsylvania Railroad gained the plateau above the river up 1,800 feet to make 90 feet perpendicular.

The bridge over the Delaware River at Trenton, recently remodelled by the Pennsylvania Railroad, was finished in 1806, and was considered at the time the finest bridge in the world in wood. It was 1,100 feet long and stood on five arches.

The course of the bridge builder westward has been accurately related by General G. K. Warren, from the opening of the Wheeling bridge in 1849, to connect the Ohio and Alleghany Divisions of

the National Road (which little bridge required forty-three years of Congressional agitation and legislation, and suits in the courts), to the first bridge across the Mississippi at Rock Island in 1856, torn down in 1872, of which E. B. Washburne said it had been a damage to commerce of \$5,000,000 two-fifths wrecks. It required nineteen years after the incorporation of a company to put a bridge at St. Louis, opened in 1874. The estimates of Captain Eads were under four millions and a half, but the cost and manipulation of finances made it cost nearer twelve millions. In this bridge there are three spans and two piers in the channel, the great middle span 615 feet.

The viaduct at Cleveland, Ohio, is one of the greatest works of our time—a stone and iron structure, with paved streets above and a steam draw at the Cuyahoga River, the whole bridging a sham three-quarters of a mile wide, and nullifying two parts of the city. The Holborn viaduct in London is a baby to it. Cleveland was the fountain head of the principal American iron bridge company, one of the several which build bridges and nothing else, and do it by wholesale.

Ship-building in Wilmington.

The Wilmington, Del., Every Evening says that business in that city at the present time is unusually active, particularly in the car-shops, shipyards and among the iron workers, and then adds:

At the shipyards of the Harlan & Hollingsworth Company it is reported that the establishment has never been so busy since the war, not only through the demand for ships, but all other work done by the company, and that all the orders cannot be accepted. The company have just entered into a contract for the building of an iron ferryboat, for the West Jersey Ferryboat Company, at Philadelphia, to be called the "Baltic." She will be of the same size and finish as those now in use built in this city.

Work has been commenced on an iron passenger steamer for service on the Choptank river. She is being built for the Maryland Steamship Company.

The splendid steamer City of Worcester, for the Norwich Company, and to run on the Sound, will be launched on Saturday morning next from the company's yard. This steamer is 325 feet in length, and will be fitted up somewhat similar to the Bristol and other steamers on the line. She will, however, have many modern improvements for the comfort of passengers not heretofore introduced. She is fitted with six water-tight bulkheads, iron wheel batteries, and four wooden masts. Her interior adornments will be of the most beautiful character. The joiner work on the main deck as well as on the promenade deck will be of hard woods, and the main stairway to be new in style and highly ornamental. The cornice and pilasters in the main saloon will be finished in hard woods, in the "Queen Anne" and "Eastlake" style; while the forward saloon will have an upper tier of state rooms, with overhanging ballustrades all around, all to be finished, together with the stairway leading to it, in hard woods.

In addition to this work the company are repairing the steamers Edwin Forrest, Twilight, Yacht, Falcon, F. A. McCall, Columbia and Maggie, the latter being lengthened twenty-five feet.

It is stated that the St. Johnsbury and Lake Champlain (formerly the Lamont Valley) Railroad will be extended from Swanton to Rouse's Point, N. Y., there to connect with the Ogdensburg and Lake Champlain Railroad, thus getting a Western connection, and a most profitable

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New York, Saturday, March 19, 1881.

Entered at the Post Office at New York, N. Y., as Second-Class Mail Matter.

An important event of the week is the commencement of the running of through passenger trains over the new trans-continental route, completed last week by the junction of the Southern Pacific and the Atchison, Topeka and Santa Fe railroads. The first passenger train over this route left Kansas City on Thursday for San Francisco, and on Friday the first eastward bound train left San Francisco. Daily passenger trains are now running both ways.

The project for using the banks of the Erie Canal as a railroad, on one track of which locomotives would be used for towing canal boats while on the other two proposed tracks freight and passenger cars would be drawn, has been defeated in the State Senate. The action of the Senate thus preventing the giving of so valuable a property, a graded road-bed three hundred and fifty miles long, for an experiment sustained the canal committee in their motives for refusing to approve the bill.

If it were not sad it would be entertaining to witness the visionary projects inflicted upon the attention of legislators at Albany by which it is designed to force the State to buy what would be on its hands a most unmanageable

species of the white elephant. In the form of a long concurrent resolution a project was introduced into the Assembly at Albany this week for ascertaining the amounts that would be required to be paid by the State for obtaining possession of certain railroads. To obtain this information the resolution provides that the Attorney-General shall institute proceedings in the Supreme Court to obtain a decree determining the amount expended in the construction of the roads owned by the New York Central and the New York, Lake Erie and Western corporations.

THAT enterprising measures are on foot which will have no slight effect upon the current of grain transportation is seen in the important work that has been commenced at Newport News, for affording a deep water terminus for the Chesapeake and Ohio Railroad. That point has been selected this week for the terminus, and among the plans arranged for improving its shipping facilities is the construction this Spring of a large grain elevator capable of holding 1,000,000 bushels of grain. New wharves are being built at Newport News, of which it is contemplated to have seventeen each 125 feet long, with a depth of water of 27 feet, sufficient to accommodate the largest ocean steamers. The company has obtained control of the water front for five miles so that the extensive facilities now being provided can be increased to an almost unlimited extent, as the large and increasing trade may demand. The work of extending the road from Richmond to this terminus, a distance of about seventy-five miles, is being vigorously pushed, and it is expected that it will be completed before Fall.

ILLUSTRATIONS of some of the curious and amusing ideas evolved from alleged brains working up railroad legislation just now, are given in some of the measures brought before the Assembly at Albany this week. A voluminous bill was introduced, Monday, the object of which seems to be the purchase by the State of all new railroads hereafter to be built in New York, on a sort of an installment plan of payment, for the sake of getting up an auction sale whenever the State may have acquired possession of said railroads of the future. The idea is to make the State become a stockholder in all new railroads, by requiring the companies building the same to vest 10 per cent of their stock in the State, and to pay stock to the State yearly until the State shall obtain control, when the grand auction shall occur. The legislative mind which conceived this brilliant scheme had probably been dazzled by the installment plan as presented by the seductive signs of certain Bowery tradesmen, and the results of the working of the principle as shown by the numerous red flags displayed by venturesome fourth class boarding house keepers who want to dispose of their furniture even before the control has been ob-

tained. Of course there must be something or some one back of this bill in whose interests it is prepared. It cannot be the State or the railroads or the people; it must be some auctioneer.

THE committee having in charge the preliminaries for the World's Fair need the most prompt and liberal encouragement if the successful carrying out of the project is to be assured, and without such positive assurance it would be much better that the matter should be dropped where it is. It will not do to have the enterprise dragged much farther through dissatisfying discussions about sites. The idea of using a portion of Central Park for the purpose created much more severe opposition than the proposition as looked at by many practical men seemed to warrant. If New York is to have the Fair it should be located where it will yield to New York property-holders and business men the greatest practical benefit. Just how the Park would be so much injured by the Fair has not been clearly shown, though there was something of a ventilating of æsthetic ideas when the subject was broached. The Park can be treated as a thing of utility without necessarily marring its beauty. To the people from a distance visiting New York it would greatly add to the attractiveness of the Fair if they knew so desirable an opportunity would be afforded them of visiting one of New York's chief attractions at the same time and without additional expense. While the Fair would be greatly benefitted could it have that site, the Park itself would receive no inconsiderable benefit by having public attention so generally directed toward it; toward its needs and defects as well as its many points of beauty, with which so comparatively few New York residents are now familiar. If the question of a site is to prevent our having the Fair New York can certainly well afford to let its Park with wise restrictions to be used for the purpose.

THE enterprise of shippers is likely to have far more to do with increasing the exportation of American cattle than any imagined prejudices among consumers on the other side of the water. The fear that the French Government is actuated by a spirit of retaliation concerning tariff measures which would result in a serious blow to the importation thereof of American cattle, does not seem well founded. The opinion of so eminent an authority as M. Leon Chotteau is reported as being that those of the French Senate who are advocating a higher import tax on American cattle are protectionists, who seem to believe contrary to the belief of many of their countrymen, that France is capable of supplying her own market, and who advocate an increased tariff to protect their home interest whenever it might happen that an excessive supply and low prices in the United States

might combine to produce a sudden demoralization in their market. But French statesmen have the interests of the French people in consideration, and will not be moved by other than the most substantial reasons to legislate in any direction upon important matters affecting those interests. They are moved more by consideration for the public welfare than by prejudiced theories. Their ideas of protection are not widely different from those prevailing here; they would use protection in the same way that a skilled physician would use a powerful stimulant, not indiscriminately for all sorts of maladies and ailments but in cases, often temporary, of special weakness and debility. They realize that the tendency of an indiscriminate use of protection like that of other stimulants is toward abnormal conditions the workings of which in the end are not healthy and reliable. But whatever action may be taken in France concerning import duties, the exportation of our cattle to France and other foreign countries promises to increase. The increase will be measured more by the surplus of the production in the United States than by changes in foreign import duties. Having greater natural facilities for the raising of cattle at small cost than are furnished to any other part of the world it only remains for increasing experience in the shipping of live stock, and the adoption of judicious regulations and safeguards providing for their health to give to the United States an increased exportation of cattle, the magnitude of which may be partially estimated from the importance this department of trade has assumed even in its infancy.

Personal.

Benjamin W. Healey, formerly superintendent of the Rhode Island Locomotive Works died recently at Corinto, Nicaragua.

A party of capitalists interested in the Chesapeake and Ohio Railroad, including President C. P. Huntington, Vice President W. C. Wickham, N. M. McCready, President of the Old Dominion Steamship Company and Messrs. Fisk & Hatch visited Norfolk, Old Point and Newport News this week.

General J. H. Wilson, President of the New York and New England Railroad Company, delivered an address before the Mercantile Library Association of Boston last Saturday evening, in which he gave an interesting account of the workings of the New York and New England Railroad and the important plans of extension now underway.

Wm. F. Black has been appointed superintendent of the Cincinnati and Muskingum Valley Railroad, with headquarters at Zanesville. Mr. Black for a number of years has been the private secretary of General Manager D. W. Caldwell, of the Pittsburgh, Cincinnati and St. Louis Railway, C. C. Waite, who formerly had the position now occupied by Mr. Black, has been appointed superintendent of the Little Miami Railroad.

Major Francis S. Bond, who, though a young man, being just started in his forties, has attained such prominence in railroad circles, both as Vice President of the Texas and Pacific Railway Company, and in connection with the Philadelphia and Reading affairs,

was an old army chum of President Garfield, being with him on General Rosser's staff. His brother William Bond is a banker in New York. Another associate on General Rosser's staff was Inspector General Horace Porter now identified with the Pullman Palace Car Company, and prominent in railway affairs.

Railroad Earnings.

The earnings of the Flint and Pere Marquette Railroad Company for the week ending March 7, 1881, were \$29,195 10, against \$25,934 05 for the corresponding week last year—a decrease of \$735 95. Since January 1, 1881, the earnings have been \$284,459 35, against \$257,950 70—an increase of \$26,508 65.

The earnings of the New York and New England Railroad for the month of February, were \$176,427 35, against \$149,907 77 same time last year—an increase of \$26,519 58 or 17.7 per cent.

The earnings of the Grand Trunk Railway of Canada for the week ending March 5, were \$195,302, against \$194,708 same time last year—an increase of \$594. The aggregate increase for the ten weeks thus far in the calendar year is \$75,680.

The earnings of the Indiana, Bloomington and Western Railway for the week ending February 28, were \$16,815 21, against \$16,915 49 for the week ending February 29, 1880—a decrease of \$100 28.

The earnings of the Denver and Rio Grand Railroad Company for the second week of March were \$82,376, against \$35,062 for the same period last year—an increase of \$47,314. Miles now operated, 551; miles operated last year, 337.

The earnings of the Grand Trunk Railway of Canada for the week ending March 12, were \$207,309, against \$190,106 for the corresponding week last year—an increase of \$17,203. The aggregate increase for eleven weeks is \$92,893.

Interest and Dividends.

The Union Pacific Railway Company has declared a dividend of $1\frac{1}{2}$ per cent, payable April 1.

The New York Central and Hudson River Railroad Company has declared a quarterly dividend of two per cent, payable on the 15th of April.

The American District Telegraph Company has declared a quarterly dividend of $1\frac{1}{2}$ per cent, payable April 15th. Transfer books close April 1st.

The Lehigh Valley Railroad Company have declared a quarterly dividend of $1\frac{1}{2}$ per cent payable April 16.

The Missouri Pacific Railroad Company has declared a quarterly dividend of $1\frac{1}{2}$ per cent, payable April 1. The transfer books will close on the 20th inst.

The Chicago, St. Paul, Minneapolis and Omaha Railway Company has declared a dividend of $1\frac{1}{2}$ per cent on the preferred capital stock, payable April 20, to stockholders of record on the 30th inst.

The Metropolitan Elevated Railway Company and the New York Elevated Railroad Company have declared quarterly dividends of $2\frac{1}{2}$ per cent, payable April 1 to stockholders of record on the 21st inst.

The Chicago, Milwaukee and St. Paul Railway Company has declared a dividend of \$3 50 per share on both the common and preferred stock, payable April 16, to stockholders of record on the 29th inst.

The Dubuque and Sioux City Railroad Company has declared a dividend of $2\frac{1}{2}$ per cent, payable April 15th. The transfer books will be closed on the 31st inst.

An annual dividend of three per cent on the pre-

ferred and common stock of the New York and Harlem Railroad Company—from the earnings of the city line—will be paid on the 1st of April.

The Great Western Railway Company of Canada has declared a dividend of 3 per cent per annum on its ordinary stock after payment on all the preference stock. A sum of £4,000 is also carried forward.

The Homestake Mining Company has declared its regular monthly dividend of thirty cents per share for February payable at the office of Wells Fargo & Co., 65 Broadway, on the 25th inst. Transfer books close on the 19th inst.

A dividend of $1\frac{1}{2}$ per cent will be paid on the capital stock of the Western Union Telegraph Company on the 15th of April to stockholders of record on the 26th inst.; and at the same time $1\frac{1}{2}$ per cent interest will be paid to the holders of such certificates of indebtedness of the company as may be outstanding at the close of the books.

Organization.

—It is stated that a company has been formed to build a railroad from Des Moines to Kansas City direct, and that a contract has been closed with a prominent engineer to commence the survey at once.

—The Grand Rapids and Indiana railroad will, early in the spring, build from Petosky to Mackinaw straits, opposite Mackinaw. This will give an all-rail line to the famous resort of Mackinaw.

—The present Board of Directors of the Pennsylvania Railroad Company, and H. H. Houston, vice James McManes, declined, have been renominated by the committee appointed at the recent annual meeting of the stockholders of that corporation.

—The officers of the St. Louis and San Francisco Railway Company, elected on the 11th inst., are: Edward V. Winslow, President; James D. Fish, Vice President; Charles W. Rogers, Second Vice President and General Manager; F. W. Lillie, Treasurer; Calvin Littlefield, Secretary.

—The directors of the Pittsburg, Cincinnati and St. Louis Railway Company, elected on the 15th inst., are: G. B. Roberts, W. Thaw, J. N. McCullough, T. D. Messler, H. Houston, Wistar Morris, J. N. DuBarry, J. P. Witherell, W. H. Barnes, D. S. Gray, R. Sherrard, A. J. Cassatt and J. P. Green. Mr. Green was elected in the place of Thomas A. Scott and Mr. Cassatt in the place of S. Kneass.

—A bill was introduced into the New York Legislature on the 14th inst., to incorporate the Metropolitan Trust Company, with Thomas Hillhouse, Collis P. Huntington, John T. Terry, Edwin D. Morgan, Jr., Morris K. Jessup, James J. Higginson, Francis A. Stout, Frederick D. Tappen, Edward S. Sanford, Parker Handy, Gracie King, Oliver P. Buel, Freeman Clarke, Dudley Olliott, Josiah B. Williams, Phineas Prouty, Robert H. Pruyn, and Isaac N. Phelps as incorporators, with \$100,000,000 capital.

—Articles of incorporation of the Chicago and Eastern Illinois and the Danville and Grape Creek railroads were filed with the Secretary of State of Indiana March 9. The capital stock of the consolidated road is \$3,000,000. The Danville and Grape Creek Railroad is seven miles long, running from Danville to the Grape Creek coal mines with the Chicago and Eastern Illinois, and it has been decided to extend the line five miles further to other mines in the vicinity of Westville.

—The directors of the Northwestern Ohio Railway Company, and of the Tiffin and Northwestern Railroad Company (both controlled by the Pennsylvania Company) elected on the 11th inst., are: T. D. Messler, J. N. McCullough, William Thaw, John F. Da-

vidson, Pittsburg; R. F. Smith, Cleveland; Frank Jaynes, George W. Layng, Toledo. Of the Union Bridge Company—J. N. McCullough, George W. Layng, Frank Jaynes, representing the Pennsylvania Company; J. C. Gault, R. Andrews, J. R. Osborn, representing the Wabash Company.

—At the annual meeting of the shareholders of the Lake Champlain and St. Lawrence Junction Railway, held at St. Joseph on the 7th instant, the following were elected directors:—Bradley Barlow, President S. E. R.; Lucius Robinson, of Newport, Vt.; A. B. Chaffee, Montreal; E. Raymond, President Pass. R. R.; J. Thomas Vose, President Boston, Concord and Montreal R. R.; F. A. Metcalf, St. Albans, Vt.; Wm. Donahue, Montreal; James O'Halloran, Q. C., Cowansville, and T. A. McKinnon, Assistant Manager S. E. R. At a meeting of the directors held subsequently, A. B. Chaffee was elected President, F. A. Metcalf, Vice President, and R. A. Campbell, Secretary.

—The directors of the Union Pacific Railway Company, elected on the 9th inst., are: Sidney Dillon of New York, Elisha Atkins of Boston, Frederick L. Ames of Boston, Ezra H. Baker of Boston, S. H. H. Clarke of Omaha, F. Gordon Dexter of Boston, David Dows of New York, Greenville M. Dodge of Council Bluffs, T. T. Eckert, Jay Gould, Solon Humphreys and Russell Sage of New York; William L. Scott of Erie, Pa.; John Sharp of Salt Lake City, and Augustus Schell of New York. The directors subsequently elected the following officers: President, Sidney Dillon; Vice President, Elisha Atkins; Secretary and Treasurer, Henry McFarland.

—At a meeting of the St. Louis, Iron Mountain and Southern Railway Company, held at St. Louis, Mo., on the 1st inst., the following gentlemen were elected directors: Henry G. Marquand, Jay Gould, Henry Whelen, Russell Sage, Joseph S. Lowery, Frederick L. Ames, John T. Terry, Sidney Dillon, Samuel Shelhar, Thomas T. Eckert, George R. McClellan, Rufus J. Lockland and R. C. Kerns. Subsequently the board met and elected the following officers: Henry G. Marquand, President; Thomas T. Eckert, Vice President; S. D. Barlow, Secretary and Assistant Treasurer; D. W. McWilliams, Treasurer; J. W. Wallace, General Auditor, and A. W. Soper, General Manager.

—A company has been formed at Indianapolis, Ind., to be known as the New York and Chicago Railroad Company. The directors are: C. S. Brice, Samuel Thomas, George I. Seney, Walston H. Brown, C. R. Cummings, W. B. Howard, Wm. Fleming, James E. Neal and J. A. Latcher. The officers are: President, C. S. Brice; Vice-President, Wm. Fleming; Treasurer, Samuel Thomas; Secretary, James E. Neal. The road will be 200 miles long, and will run from the east line of Allen County, Ind., in a northwesterly direction, via Fort Wayne, to the State line between Illinois and Indiana. It will pass through Allen, Whitley, Huntington, Wabash, Miami, Kosciusko, Marshall, Fulton, Pulaski, Starke, Jasper, Porter and Lake counties to Chicago. The capital of the company is to be \$10,000,000. It is said that a connection with the Lake Erie and Western for the purpose of a through line to New York is intended.

—Articles of incorporation were filed in the office of the Secretary of State of Massachusetts on the 9th inst. on the part of the Directors of the Texas, Topolobampo and Pacific Railroad and Telegraph Company. The capital is \$30,000. The termini and course of the railroad and telegraph as proposed are as follows: The main line is to run on the most feasible route from a point at or near Piedras Negras, on the right bank of the Rio Grande, in a southwesterly

direction across the State of Coahuila, the district of the Bolson de Mapimie, the State of Chihuahua, perhaps the State of Sonora and the State of Sinaloa to the bay of Topolobampo, on the Gulf of California. The branches are to run on the north to a point near or at Presidio del Norte on the right bank of the Rio Grande and via Tepic and Guadalajara to the city of Mexico and points south. The Directors are Messrs. F. O. Prince and J. G. Abbott of Boston, B. F. Butler of Lowell, G. W. Simmons, T. B. Lewis, T. A. Dodge and E. E. Pratt of Boston, Henry Hastings of Medford, Ulysses S. Grant, Jr., and E. A. Buck of New York, J. B. Price of Jefferson City, Mo., Josu Escobar of El Paso del Norte, and E. R. Carmen of Mazatlan, Mexico, A. R. Owen of Chester, Pa., and W. S. Chapman of San Francisco, Cal.

Railroad Law.

Railways—Warehousemen—Conditions Limiting Liability.

The plaintiff here delivered to the defendants' Railway Company at Montreal a case of goods accompanied with a "shipping note," which referred to certain conditions endorsed on the back of the note, and upon which conditions the goods were to be sent. The plaintiff received a shipping receipt in the same terms as the note. The goods having been received in Toronto, the Railway Company sent the plaintiff a "freight advice note" informing him of their arrival, at the foot of which was the notice, "see conditions on back hereof." The goods were left in the freight warehouse a month, and then lost. The plaintiff sued the Railway Company for their value. The defence was that the goods were left at the owner's risk according to one of the terms and conditions of the "freight advice note." The plaintiff relied chiefly on two decisions. The first decision was distinguished from this case by this, that in that case the custom of the company was to deliver goods to consignees, and this they had neglected to do, while here no such custom existed, and the terms of the contract pointed out that the goods would remain at the owner's risk. The second was an English case, where conditions intended to bind a passenger were printed on the back of a ticket, and there was no reference on the face of it to indicate that there were any such conditions. Here the plaintiff admitted seeing some reference to "conditions of carriage." The judgment holds that the plaintiff knew, or ought to have known, of the conditions, and that having notice of them he was bound by them. This ought to be a broad hint to shippers and consignees to read the fine print on the back of "shipping receipts" and "advice notes."—*Mayor v. Grand Trunk R. W. Co.*, 31, U. C. C., P. 248.—[London, (Ont.) Free Press.

Extending the Postal Service.

The Post Office Department has completed arrangements for extending the railway mail service over the Southern Pacific and Arizona Railroad from Tucson, Arizona, to Deming, N. M., a distance of 230 miles, and from Deming to Tocarro, N. M., over the Atchison, Topeka and Santa Fe Railroad, a distance of about one hundred miles. This connection completes a continuous railway mail service from the East to the Pacific coast, from Kansas City, Mo., by way of Santa Fe across the southern border of Arizona and through California to San Francisco. The

track on this connecting link was completed on the 10th, and the new through mail service will begin on the 18th inst. It will enable the department to forward mails from the Mississippi River to points in Southern Arizona and Southern California several days sooner than heretofore. The completion of the road between Deming and Tucson opens an additional line for traffic and travel between St. Louis and the Pacific coast.

A Safeguard for Brakemen.

The Richmond and Danville Railroad company is introducing on their freight trains a safeguard for their brakemen. It is well known that many fatal accidents which occur to brakemen are those in which the brakemen standing on the top of freight cars are knocked in the head by covered bridges. The safeguard consists of a post erected about half a mile on either side of a covered bridge. To this post a horizontal piece is attached stretching across the track, of course above the reach of any head on top of a car. From this horizontal piece cords are swung, so that in case the brakemen is inattentively standing upright while nearing the bridge, the cords will strike him and remind him to duck his head.

The Pittsburg Chronicle says that Mr. E. A. Ford, at present General Passenger and Ticket Agent of the Vandalia Line, has been appointed General Passenger and Ticket Agent of all the lines operated by the Pennsylvania Company west of Pittsburg. The lines owned and leased by this company are: the Pittsburg, Fort Wayne and Chicago; Chicago and Pittsburg; Erie and Pittsburg; Ashtabula, Youngstown and Pittsburg; Mansfield, Coldwater and Michigan; Tuscarawas Valley; Panhandle route; the Vandalia route; and the Cairo and Vincennes Railroad. Mr. Ford's headquarters will be at Pittsburg and the offices now occupied by the various General Passenger and Ticket Agents previously required will be wholly closed, or simply used as offices of assistants.

From London, Eng., March 10th, we learn that the West Coast Telegraph Company, Limited, operating cables to Peru, has completed arrangements to connect with the Central and South America Cable Company via Panama, Central America, Mexico and the United States to Europe, saving 8,000 miles transmission and about \$8 per word on business between points in the United States and the west coast of South America over the route now used, which is via Brazil and Portugal.

The ceremony of laying the first rail of the Washington City and Point Lookout Railroad took place on the 10th inst. at Brandywine, sixteen miles from Washington, D. C., in the presence of Colonel S. T. Sult, President of the company; W. J. Wharton, chief engineer; Hector MacLean, chief of construction, and a number of well-known Washington citizens and journalists. The road will be completed from Washington to Point Lookout by the 1st of August.

The new Steamer City of Worcester, constructed to run on Long Island Sound, was launched from the Shipyard of Messrs. Harlan & Hollingsworth, Wilmington, Del., on the 12th inst.

"Short" Stock Sales in Pennsylvania.

An important decision in relation to stock operations has been delivered by the Supreme Court of Pennsylvania in the case of John J. Thomas against John B. Dickson. The facts in brief are that John J. Thomas, the plaintiff in the lower court, was a stock broker in 1874. In June of that year he received from Dickson an order to sell short 500 shares of Pennsylvania Railroad stock. Whether this was really done according to the practice of stock operators, or whether at the end of 15 days the broker merely charged Dickson for the difference, could not be shown at the last trial, since Dickson was dead, and the only evidence that could be presented was a memorandum-book of the broker's charging Dickson with the difference between 49 and 52½. Judge Briggs charged the jury that a sale of stock made in good faith, with intent to deliver, whether the seller has the stock in his possession or not, is a legal sale. The jury decided in favor of the broker, and gave him a verdict for \$4,808. This verdict is reversed by the Supreme Court, Justice Gordon saying that, under the evidence, no other parties were known to the transaction but Thomas and Dickson, and therefore this was a wagering contract and utterly void. There was no question of agency, for there were but two parties to the transaction.

Delaware and Hudson Canal.

The business of the Company for the year ending December 31st, 1880, is herewith respectfully submitted.

	Tons.
Coal mined and sold for account of the company.....	2,674,704.18
Transported for other parties.....	872,889.10
Total.....	3,047,594.08
Which was distributed as follows:	
From Honesdale via canal and railroads.....	1,531,951.00
South from mines.....	59,898.16
Eric and West.....	480,676.07
North via A. & S. R. R.....	402,785.02
Local sales, &c.....	199,998.13
	2,674,704.18
Add transported for other parties ...	872,889.10
Total, as above.....	3,047,594.08

The result of the business for the year showing a profit of \$1,851,422 71, or a fraction over 6½ per cent upon the capital stock, may be regarded as satisfactory, especially when it is considered that in the early part of the year the price of coal was not remunerative, and only became so after the general adoption, in March, of the "restrictive policy" in production. After this, the buyers of coal, accustomed to the low prices caused by years of unhealthy competition, and, lacking faith in the continuance of harmonious action on the part of the producers, took coal only as necessity compelled them.

As a consequence of such action the mines, for the greater part of the year, were worked on half time; the old accumulations of coal were exhausted, and the year closed upon bare markets.

In addition to the above, the business of this company was seriously affected by a continued drouth, which compelled a long suspension of business on the canal, and reduced our transportation to an extent of not less than 250,000 tons of business, and the profits thereon.

It is gratifying to be able to state that "the leased lines" have become self-supporting, and that their collateral advantages, as avenues for the distribution of our coal, are annually increas-

ing. It is now safe to assert that the possession of these lines has strengthened the position of the company to an extent that fully justifies the policy that led to their acquisition.

The disastrous results which followed the plan called "open competition" (but which really means wanton waste and destruction) led to the adoption of the "restrictive policy," that was foreshadowed in our report of 1879. The producers of coal no longer differ upon the question of "over production." All agree that it leads to general demoralization of the trade and ruinously low prices, and the experience of the last year can only strengthen such conviction.

It may therefore be assumed that the policy of judicious restriction will be continued; that prices of coal will be made fair alike to the consumer and the producer, and that the managers of this great interest will so conduct it, that while the interests of the public will be protected on the one hand, the owners of the properties on the other, may feel assured of reasonable returns upon their investments.

The managers are aware that the long suspension of dividends has caused great hardship in many instances, and that those who have loyally retained their stock through the long period of depression, would have been gratified by a dividend from the profits now reported. This course however did not consist with their convictions of duty. It must be remembered that the disastrous condition of the coal interest from the later months of 1876 to the close of 1879 left the capital of the company impaired. Until such impairment was made good, it would have been impolitic, if not illegal, to divide moneys, even though the earnings of the company seemed to justify such a course.

To know that such deficit is now fully made up, and that the property of the company is in the best condition in every department, must be alike gratifying to stockholders and managers, and enables the latter to state that a resumption of dividends can now be justified with reasonable grounds for a belief in their regular continuance.

To correct a general, but unfounded belief, that the debt of the company has been increased about \$5,000,000, since the suspension of dividends, your managers take this opportunity to state that the \$5,000,000 loan (known as Bonds of 1917) was made for the purpose of retiring the floating debt, and other maturing obligations of the company.

For details of the purposes for which the proceeds of the \$5,000,000 bonds were applied, and for the actual increase of the debt, which amounts to only \$177,978, you are referred to the annexed statement D.

THOMAS DICKSON, President.

PROFIT AND LOSS Account for year ending December 31st, 1880.

Coal on hand, Dec. 31st, 1879, 221,-992½ tons.....	\$535,264 65
Mining coal.....	3,171,369 83
Transportation.....	596,827 49
Freight of coal and canal expenses.....	801,306 12
Rondout expenses.....	129,934 42
Freight paid other lines.....	637,005 23
Taxes.....	181,978 78
Salaries, rent and miscellaneous and law expenses.....	141,359 88
Harbor and yard expenses.....	43,241 90
Interest.....	1,343,978 69
Loss on leased lines.....	14,642 93
Balance.....	1,851,422 71
	\$8,948,327 13
Sales of coal to December 31, 1880.....	\$7,210,524 86
Canal tolls.....	42,810 30
Net earnings, Pennsylvania Railroad.....	561,948 70
Interest on investments.....	312,243 18
Miscellaneous profits.....	93,516 41
Coal on hand, Dec. 31st, 1880, 274,-196½ tons.....	727,283 68
	\$8,948,327 13

CONDENSED BALANCE SHEET, Dec. 31, 1880.

Canal.....	\$3,339,210 49
Railroad and equipment.....	6,414,759 01
Real estate.....	8,846,816 58
Mine improvements.....	2,404,962 89
Mine fixtures and equipment.....	308,295 49
Boats, barges and steamboats.....	579,436 98
Coal yards and fixtures.....	167,855 47
Lackawanna and Susquehanna Railroad.....	1,022,938 15
Cherry Valley, Sharon and Albany Railroad.....	300,000 00
New York and Canada Railroad.....	3,597,074 48
Lackawanna Palace Car Co.....	54,675 36
Telegraph lines.....	14,734 80
Supplies on hand.....	962,130 44
Coal on hand.....	727,283 68
Advances to leased lines.....	608,894 67

Miscellaneous assets, viz.:

Boston, Hartford and Erie Bonds (1400).....	\$786,727 71
Jefferson R.R. Bonds (108).....	86,710 00
Albany and Susquehanna Consols (275).....	275,000 00
Delaware and Hudson C. Co. Bonds (963).....	962,773 75
Sundry assets.....	375,881 28
	2,487,092 74

Stocks as follows:

8,540 shares Albany and Susquehanna.....	\$854,000 00
8,241 shares Rensselaer and Saratoga.....	822,137 50
Sundry stocks.....	131,477 17
	1,807,614 67
Advances on coal royalties.....	613,181 06
Cash on hand.....	2,620,701 51
Bills and accounts receivable.....	1,164,955 49
	\$41,041,614 56

Capital stock.....	\$20,000,000 00
Bonds, 1884.....	\$3,500,000 00
" 1891.....	6,481,000 00
" 1894.....	4,856,000 00
" 1917.....	5,000,000 00
	19,887,000 00

Interest and dividends payable Jan., 1881.....	697,416 25
Depositors.....	249,339 26
Dividends and interest unclaimed.....	41,071 01
Notes payable.....	16,001 25
General profit and loss.....	200,786 79
	\$41,041,614 56

PROFIT AND LOSS Statement of Leased Railroad Lines, being "Albany and Susquehanna," "Rensselaer and Saratoga," "New York and Canada," and their Branches.**Expense:**

Operating railroads.....	\$1,831,367 19
Maintaining railroads.....	639,254 64
Maintaining equipment.....	421,840 84
	\$2,392,462 67

Rental:

Interest, rental and dividends on "Leased Lines".....	1,733,667 46
	\$4,126,130 13

Earnings:

Passengers.....	\$1,241,570 36
Freight.....	2,802,506 59
Miscellaneous.....	67,410 25
	\$4,111,487 20

Loss:

Balance charged to profit and loss account Delaware and Hudson Canal Co.....	14,642 93
	\$4,126,130 13

Bonds of 1917, issued 1877—	
Amount of bonds.....	\$5,000,000
Proceeds used as follows:	
Paid, bills payable	\$957,500
Paid depositors	\$743,795
Less amount now due. 249,889	
	494,456
Paid bonds of 1877	765,000
Paid bonds of 1878	840,000
Paid mortgages	478,680
Paid for bonds purchased	56,000
Cash on hand	\$2,070,000
Less on hand Oct. 1876	334,614
	1,735,386
	4,822,022

Actual increase of funded debt.... \$177,978

President.—THOMAS DICKSON, Scranton, Pa.

Assistant President.—ROBERT M. OLYPHANT, New York City.

Board of Managers.—Abiel A. Low, James M. Halsted, LeGrand B. Cannon, Thomas Cornell, Levi P. Morton, Robert S. Hone, James R. Taylor, Thomas Dickson, John Jacob Astor, James Roosevelt, Adolphus Hamilton, Abraham R. Van Nest. (One Vacancy.)

General Manager.—COE F. YOUNG, Honesdale, Pa.

Treasurer.—JAMES C. HARTT, New York City.

Secretary.—GEORGE L. HAIGHT, New York City.

Production of Gold and Silver.

The following report has been submitted to the Secretary of the Treasury by the Director of the United States Mint showing the production of precious metals in the States and Territories for the fiscal year ending June 30, 1880:

	Gold.	Silver.	Total.
Alaska	\$6,000	.....	\$6,000
Arizona	400,000	\$2,000,000	2,400,000
California	17,500,000	1,100,000	18,600,000
Colorado	8,200,000	17,000,000	20,200,000
Dakota	3,600,000	70,000	3,670,000
Georgia	120,000	.....	120,000
Idaho	1,980,000	450,000	2,430,000
Montana	2,400,000	2,500,000	4,900,000
Nevada	4,800,000	10,900,000	15,700,000
New Mexico	180,000	425,000	555,000
North Carolina	95,000	.....	95,000
Oregon	1,090,000	15,000	1,105,000
South Carolina	15,000	.....	15,000
Utah	210,000	4,740,000	4,950,000
Virginia	10,000	.....	10,000
Washington	410,000	.....	410,000
Wyoming	20,000	.....	20,000
Other sources	14,000	.....	14,000

Anthracite Coal Tonnage.

John H. Jones, accountant for all the several coal companies, furnishes the following statement of anthracite coal tonnage for the month of January, 1881, compared with the same period last year:

	Jan. 1881.	Jan. 1880.
Reading Railroad	392,158	397,291
Lehigh Valley Railroad	230,756	320,184
Central R. R. of New Jersey	236,814	279,777
Del., Lack. and Western	269,326	280,429
Delaware and Hudson Canal	187,073	266,221
Pennsylvania Railroad	155,742	96,164
Pennsylvania Coal	70,835	86,530
New York, Lake Erie & Western	29,938	87,716
Total	1,672,645	1,764,316

—showing a decrease of 91,670 tons.

The stock of coal on hand at tide-water shipping points, January 31, 1881, was 417,895 tons; on December 31, 1880, 500,272 tons—decrease, 82,387 tons.

The following is the official statement of the operations of the Western Union Telegraph Company, submitted by the Treasurer at the meeting of the directors held on the 9th inst.:

EXECUTIVE OFFICE,
WESTERN UNION TELEGRAPH CO.,
New York, March 9, 1881.

In the Report presented by the Executive Committee at the last Quarterly Meeting of the Board, held December 8, 1880, the net profits for the quarter ending December 31 (November being partially and December wholly estimated) were stated at \$951,806 62.

The official returns for the quarter (ended December 31) showed the profits to be \$1,026,556 16, or \$74,749 54 more than the estimate.

The following revised statement, based upon complete returns, will show the condition of the company at the close of the quarter ended December 31, 1880:

Surplus October 1, 1880, as per last quarterly report	\$198,129 86
Net profits, quarter ended December 31, 1880	1,026,556 16
	\$1,224,686 02

From which deducting—

Dividend of 1½ per cent, paid January 15, 1881	\$615,061 50
Interest on bonded debt 106,657 55	
Sinking fund appropriations	20,000 00
Construction account	327,276 27
Purchase of telegraph stocks and patents	7,395 56
	1,076,400 88

Leaves a surplus, Jan. 1, 1881, of. \$148,285 14

The net revenue for the quarter ending March 31, instant, based upon official returns for January, nearly complete returns for February, and estimating the business for March will be about... \$1,689,173 87

Add surplus January 1, as above.. 148,285 14

	\$1,837,459 01
From which appropriating—	
Interest on bonded debt	\$107,000 00
Construction	175,000 00
Sinking fund appropriations	20,000 00
	302,000 00

Leaves a balance of..... \$1,515,459 01

It requires, for a dividend of 1½ per cent on the capital stock that has been issued (\$41,073,410) ... \$616,101 15

For interest at same rate on certificates of indebtedness issued to Union Trust Company, in trust (\$38,926,590)

583,898 85

Total

1,200,000 00

Deducting which, will leave a surplus, after paying dividend and interest

\$315,459 01

In view of the preceding statements, the committee recommend the adoption by the Board of the following:

1. Resolved, That a dividend of 1½ per cent on the capital stock of this company, be and is declared out of the net revenues of the quarter, payable on and after the 15th day of April next, to stockholders of record, at the close of the

books of transfer on Saturday, the 26th day of March, instant.

2. Resolved, That at the same time, and in like manner, one and one half per cent interest for the quarter be paid to the holders of certificates of indebtedness of this company, which may not have been converted into stock.

3. Resolved, That for the purpose of such dividend and interest, the books of transfer be closed at three o'clock p. m. on Saturday, the 26th day of March, and reopened on the morning of the 16th day of April next.

Respectfully submitted,

NORVIN GREEN, President.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending March 5, and for the year to the same date, compared with their respective amounts carried to the same time last year:

	Week.	1881.	1880.
Reading Railroad	134,516	1,682,952	1,607,280
Schuylkill Canal .....	.....	.....	88,041
Lehigh Valley	100,873	1,276,336	1,017,101
Del., Lack. & Western	85,376	686,811	511,836
Shamokin Valley	17,965	162,392	128,873
Central New Jersey	122,878	584,340	439,862
United R. R. of New Jersey	80,540	260,767	169,883
Pennsylvania Coal	23,140	177,785	108,644
Delaware and Hudson	82,834	594,255	565,294
Huntingdon & Broad			
Top Mt.	8,579	75,301	72,508
Penn. and New York	21,846	308,812	293,153
Clearfield, Pa.	40,780	316,329	321,691

The report of the Lehigh and Susquehanna Division of the Central Railroad of New Jersey is to February 28, inclusive. The total tonnage of anthracite coal from all the regions for the week ending March 5, as reported by the several carrying companies, amounted to 565,512 tons, against 341,966 tons in the corresponding week last year, an increase of 223,546 tons. The total amount of anthracite mined for the year is 4,211,399 tons, against 3,301,520 tons for the same period last year, an increase of 909,879 tons. The quantity of bituminous coal sent to market for the week amounted to 92,074 tons, against 44,189 tons in corresponding week last year, an increase of 47,885 tons. The total amount of bituminous mined for the year is 687,093 tons, against 688,491 tons for the corresponding period last year, a decrease of 1,398 tons. The total tonnage of all kinds of coal for the week is 657,586 tons, against 386,155 tons in corresponding week last year, an increase of 271,431 tons, and the total tonnage for the coal year is 4,898,492 tons, against 3,990,011 tons to same date last year, an increase of 908,481 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending February 28 was 177,556 tons, of which 129,100 tons were coal and 48,456 tons coke. The total tonnage for the year thus far has been 1,314,558 tons, of which 953,070 tons were coal and 360,888 tons coke. These figures embrace all the coal and coke carried over the road, east and west. The shipments of bituminous coal from the mines of the Cumberland coal region for the week ended March 5 were 28,179 tons, and for the year 237,717 tons—a decrease of 67,088 tons as compared with the corresponding period of last year. The coal was carried as follows: Baltimore and Ohio Railroad—week 24,302 tons, year, 209,198 tons; decrease as compared with 1880, 61,222 tons. Chesapeake and Ohio Canal, none; decrease as compared with 1880, 2,684 tons. Pennsylvania Railroad—week, 3,876 tons; year, 28,519 tons; decrease as compared with 1880, 3,284 tons. The coal tonnage of the Reading Railroad for the past week, ending March 12, was about 166,000 tons of which 81,000 tons were sent to and 27,800 tons shipped from Port Richmond, leaving about 76,500 tons on hand on Saturday night. There were also 21,000 tons sent to Elizabethport and 20,500 tons shipped thence.—[Phila. Ledger, March 14.

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Alabama Central:							Boston, Clin. Fitchb. & N. Bed:						
1st Mortgage.....	1,000,000	6	Jan. & July.	New York.	1918	....	1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
Alabama Great Southern:							1st Mortgage.....	547,600	7	"	"	1889	....
1st Mortgage, 1878.....	1,050,000	6	Jan. & July.	New York.	1908	....	2d Mortgage.....	252,000	7	"	"	1890	....
Receiver's Cert. of Ala. & Chat.	800,000	8	"	"	1882	....	Consolidation Bonds.....	528,000	7	June & Dec.	"	1899	....
Albany and Susquehanna:							Equipment Notes.....	870,000	6	Apr. and Oct.	"	'81-'83	....
1st Mortgage, 1883.....	1,000,000	7	Jan. & July.	New York.	1888	....	Bonds guar. by lease to O. Col.	1,500,000	5	Jan. & July.	"	1910	....
2d Mortgage, 1885.....	1,267,000	7	April & Oct.	"	1886	....	Boston, Concord and Montreal:						
Albany Loan.....	938,000	6	May & Nov.	"	'95-'97	....	Sinking Fund Mortgage.....	624,000	6	Jan. & July.	Boston.	1889	....
Consol. M. (guar. by D. & H. Co.)	2,320,000	7	April & Oct.	"	1906	....	Consol. Mortgage for \$2,000,000.	1,874,500	6 1/2	Apr. and Oct.	"	1898	....
Alexandria and Fredericksburg:							Boston and Lowell:						
1st Mortgage, 1869.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	Bonds of 1872.....	999,500	7	Apr. and Oct.	Boston.	1892	....
Allegheny Valley:							Bonds of 1875.....	500,000	7	Mar. and Sept.	"	1895	....
General Mortgage, 1866.....	4,000,000	7 1/2	Jan. & July.	New York.	1890	....	Bonds of 1876.....	750,000	6	Jan. and July.	"	1898	....
Special Mortgage to Penn., 1870	8,000,000	6	January.	Harrisburg.	....		Bonds of 1879.....	620,000	5	"	"	1899	....
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1910	....	Boston and Maine:						
Fund. Inc. 3d Lien (traf. guar.)	6,986,500	7	"	Pittsburg.	1894	....	Bonds of 1893 (comp. and reg.)..	3,500,000	7	Jan. and July.	Boston.	'93-'94	....
Alliance and Lake Erie:							Boston and New York Air Line:						
1st Mortgage S. F., 1878.....	150,000	7	April & Oct.	New York.	1883	....	1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	....
Ashabula and Pittsburg:							Boston and Providence:						
1st Mortgage, 1878.....	1,500,000	6	Feb. & Aug.	Philadelphia.	1908	....	Bonds to purchase P. W. & B. R. d.	500,000	7	Jan. and July.	Boston.	1893	....
Atchison, Colorado and Pacific:							Brooklyn Elevated:						
1st Mortgage, guar.....	16,000,000	6	F. M. A. & N.	New York.	1905	....	1st Mortgage for \$3,500,000.....	1,203,000	6	Mar. and Sept.	New York.	1917	....
Atchison, Topeka and Santa Fe:							Buffalo, Bradford and Pittsburg:						
1st Mortgage gold, 1880.....	7,041,000	7	Jan. & July.	Boston.	1899	....	General Mortgage.....	580,000	7	Jan. and July.	New York.	1896	....
Land Grant Mortgage gold, 1870	3,116,500	7	April & Oct.	"	1900	....	Buffalo and Erie (L. S. & M. S.):						
Consolidated Bonds (gold).....	378,500	7	"	"	1903	....	Mort. bonds, assumed.....	200,000	7	Jan. and July.	New York.	1882	....
Construction Notes.....	75,000	7	Jan. & July.	"	1884	....	Mort. bonds.....	300,000	7	March & Sept.	"	1886	....
Land Income bonds, 1878.....	480,000	8	"	"	'83-'88	....	Mort. bonds.....	2,384,000	7	Apr. and Oct.	"	1898	....
Bonds for Stocks purchased 1880	1,185,000	6	April & Oct.	"	1909	....	Buffalo, New York and Erie:						
Wichita and Southwestern—							1st Mortgage.....	2,380,000	7	June & Dec.	New York.	1916	....
1st Mortgage, guar.....	412,000	7	Jan. & July.	Boston.	1902	....	Buffalo, New York & Phila.:						
Pueblo and Arkansas Valley—							1st Mortgage.....	3,000,000	6	Jan. and July.	New York.	1896	....
1st Mortgage, gold.....	1,633,000	7	Jan. & July.	Boston.	1905	....	2d Mortgage for \$1,000,000.....	646,500	7	M. J. S. & D.	Buffalo.	1908	....
1st Mortgage, gold, guar.....	1,942,200	7	"	"	1906	....	Burlington, Cedar Rapids & Norw.						
Kansas City, Top. & Western—							1st Mortgage.....	6,500,000	5	June & Dec.	New York.	1906	....
1st Mortgage, gold.....	864,000	7	Jan. & July.	Boston.	1905	....	Burl. and Mo. River (C. B. & Q.):						
Income Bonds.....	200,000	7	"	"	....		Land and R. R. Mortgage.....	4,621,250	7	April & Oct.	N. Y. & Bost.	1893	....
Pleasant Hill and De Soto—							Stock (common) Bonds.....	279,000	6	Jan. & July.	"	1894	....
1st Mortgage, gold.....	120,000	7	April & Oct.	Boston.	1907	....	Stock (common) Bonds.....	370,500	8	"	"	1889	....
Florence, El Dorado & West—							Bur. & Mo. R. in Neb. (C. B. & Q.):						
1st Mortgage, gold.....	310,000	7	April & Oct.	Boston.	1907	....	Bonds convertible until 1892.....	600,000	8	Jan. and July.	Boston.	1883	....
New Mexico and So. Pacific—							Consol. Mortgage for \$14,000,000	7,605,000	6	"	"	1913	....
1st Mortgage, gold.....	5,610,000	7	"	Boston.	1908	....	Burlington and Southwestern:						
Atlanta and Charlotte Air Line:							1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1895	....
1st Mortgage (registered).....	500,000	7	April & Oct.	New York.	1897	....	1st Mortgage (Linneus Branch).	1,600,000	7	"	"	1892	....
1st Mortgage preferred.....	4,260,000	7	Jan. & July.	"	1907	....	Calro, Ark. & T. (St. L., I. M. & S.):						
Atlantic, Miss. and Ohio:							1st Mort. gold (Coup. or Reg.)..	1,450,000	7	June and Dec.	New York.	1897	....
1st Mort. consol. for \$15,000,000..	5,470,000	7	April & Oct.	New York.	1901	....	Calro & Fulton (St. L., I. M. & S.):						
2d Mort. to State (no int. till '80).	4,000,000	....	"	"	....		1st Mort. (R. R. and Land).....	7,948,000	7	Jan. & July.	New York.	1891	....
Norfolk and Petersburg:							Calro and St. Louis:						
1st Mortgage, extended.....	206,000	8	Jan. & July.	New York.	1887	....	1st Mortgage.....	2,500,000	7	April & Oct.	N. Y. & Lond.	1901	....
1st Mortgage, extended.....	157,000	7	"	"	1887	....	California Pacific:						
2d Mortgage, extended.....	458,000	8	"	"	1893	....	1st Mortgage, gold.....	2,250,000	7	Jan. & July.	New York.	1889	....
South Side—							2d Mortgage, end. by Gen. Pac.	1,600,000	6	"	"	1891	....
1st preferred bonds.....	684,000	8	Jan. & July.	New York.	'84-'90	....	3d Mortgage, guar. by Gen. Pac.	2,000,000	6	"	"	1905	....
2d preferred bonds.....	621,000	6	"	"	'84-'90	....	3d Mortgage, guar. by Gen. Pac.	1,000,000	3	"	"	1905	....
3d preferred bonds.....	452,600	6	"	"	'96-'00	....	Camden & Amboy (U. Cos. of N. J.)						
Virginia and Tennessee—							Loan of 1883.....	1,700,000	6	Feb. and Aug.	Philadelphia.	1883	....
Enlarged Mortgage.....	990,000	6	Jan. & July.	New York.	1884	....	Loan of 1889.....	866,000	6	June and Dec.	Princeton.	1889	....
4th Mortgage.....	963,000	8	"	"	1900	....	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Registered Certificates.....	84,000	8	"	Lynchburg.	1875	....	Camden and Atlantic:						
Funded Interest.....	226,900	8	"	New York.	1880	....	1st Mortgage.....	490,000	7	Jan. & July.	Philadelphia.	1893	....
Atlantic and Pacific:							2d Mortgage.....	497,000	6	April & Oct.	"	1904	....
1st Mort. S. F. for \$25,000,000...	25,000,000	6	Jan. & July.	N. Y. or Bost.	1910	....	Camden and Burlington County:						
Income B. d., non-cumulative.....	18,750,000	6	April & Oct.	"	1910	....	1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	....
Atlantic and St. Lawrence:							Canada Southern:						
2d Mortgage (sterling) of 1864.....	1,500,000	6	April & Oct.	London.	1881	....	New Mort. (\$14,000,000) int. gr.	13,497,811	3	Jan. & July.	New York.	1908	....
3d Mortgage (sterling) of 1871.....	713,000	6	May & Nov.	"	1881	....	Carolina Central:						
Bald Eagle Valley:							1st Mortgage.....	3,000,000	6	Jan. & July.	New York.	1923	....
General Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1910	....	2d Mortgage—Income Bonds.....	3,000,000	7	April & Oct.	"	1914	....
Baltimore and Ohio:							Catawissa:						
Loan of 1868-'85.....	1,710,000	6	April & Oct.	Baltimore.	1885	....	1st Mortgage (old).....	230,500	7	Feb. & Aug.	Philadelphia.	1882	....
Loan of 1868-'90 (Balt.) skg. fd.	2,583,520	6	Jan. & July.	"	1890	....	1st Mortgage (new).....	1,300,000	7	"	"	1900	....
Loan of 1870-'95 (atg.) skg. fund.	2,882,966	6	March & Sept.	London.	1896	....	Chattell Mortgage.....	209,850	5	May & Nov.	"	'88-'89	....
Loan of 1872-1902 (atg.) S. F.....	5,607,332	6	"	"	1902	....	Cedar Falls and Minnesota:						
Loan of 1874-1910 (atg.) S. F.....	9,107,547	6	May & Nov.	"	1910	....	1st Mort. (C. F. to Waverly)....	198,000	7	April & Oct.	New York.	1884	....
Sterling Debentures.....	968,000	6	Jan. & July.	"	1881	....	1st Mort. (W. to Minn. Line)....	1,324,000	7	Jan. & July.	"	1917	....
Purchase of Connellsville R. R.	800,000	6	"	Baltimore.	'81-'00	....	Cedar Rapids & Mo. Riv. (C. & N. W.):						
Ster. Loan, lien on Chl. line bds.	7,744,000	5	June & Dec.	London.	1927	....	1st Mortgage, 1861, (70 miles)...	700,000	7	Feb. & Aug.	New York.	1891	....
Parkersburg Branch Bonds.....	3,000,000	6	April & Oct.	Baltimore.	1919	....	1st Mortgage, 1863, (68 miles)...	582,000	7	"	"	1894	....
Northwestern Virginia, 3d Mort.	140,000	6	Jan. & July.	"	1885	....	1st Mortgage, 1866, (146 miles)...	2,332,000	7	May and Nov.	"	1916	....
Bonds to State of Maryland.....	366,000	6	"	"	1888	....	Central Branch Union Pacific:						
Baltimore and Potomac:							1st Mort. (Atch. & Pike's Peak)...	1,600,000	6	May & Nov.	New York.	1895	....
1st Mort. (Tunnel) gold, S. F.....	1,500,000	6	Jan. & July.	Balt. or Lond.	1911	....	2d Mortgage Govern'm't subsidy.	1,600,000	6	Jan. & July.	U. S. Treas.	'96-'98	....
1st Mortgage (R. R.) gold, S. F.....	3,000,000	6	April & Oct.	Philadelphia.	1911	....	Funded Interest Bonds.....	640,000	7	May & Nov.	New York.	....	....
2d Mort. Inc. (R. R. and Tunnel)	2,000,000	6	Jan. & July.	Baltimore.	1915	Central of Georgia:						
Bedford and Bridgeport:							General Mort. for \$						

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Central Pacific:							Chic. and N. Western (continued):						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'96-'96	....	Consolidated Sinking Fund	5,211,000	7	F. M. A. & N.	New York.	1915	....
State Aid Bds (Int. by State) gold	1,500,000	7*	"	"	1884	....	General Consol. Gold Bonds	12,343,000	7*	June & Dec.	"	1902	....
2d Mort. (Governm't Subsidy).	25,883,000	6	"	"	U.S. Treasury.	'96-'98	Sinking Fund Bonds of 1879	6,440,000	6-8	Apr. and Oct.	"	1923	....
1st Mort. (Western Pacific) gold	2,614,000	6	"	"	New York.	1899	1st Mort. ext. (Gal. & Chi. U.) ..	1,632,000	7	Feb. & Aug.	"	1882	....
Government Lien (West. Pac.) ..	1,970,466	6	"	"	U.S. Treasury.	1889	1st Mortgage (Chic. & Mil.) ..	1,700,000	7	Jan. and July.	"	1898	....
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	"	"	New York.	'89-'92	1st Mortgage gr. (Iowa Midland)	1,350,000	8	April & Oct.	"	1900	....
1st Mort. (S. Fr., Okla. & Ala.) ..	687,000	8	"	"	"	1890	1st Mort. (Northwestern Union)	3,500,000	7*	March & Sept.	"	1917	....
1st Mort. (San Joaquin V.D.) gold	6,050,000	6*	April & Oct.	"	"	1900	1st Mort. (Minnesota Valley) ..	150,000	7	April & Oct.	"	1908	....
Land bonds (Cen. Pacific) gold.	6,530,000	6*	"	"	"	1890	1st Mort. (Rock. and Nor. Mo.) ..	200,000	7	March & Sept.	"	1906	....
Income bonds, Sinking Fund ..	3,265,000	8	May & Nov.	"	"	1888	1st Mort. (Plainview Railroad) ..	100,000	7	"	"	1906	....
Central Vermont:							Winona and St. Peter—						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....	1st Mortgage, guar.	2,919,000	7	Jan. & July.	New York.	1887	....
2d Mort., Consol. (") ..	1,500,000	7	June & Dec.	"	1891	....	2d Mortgage guar.	1,610,000	7	May & Nov.	"	1907	....
Equipment Mort. (") ..	1,500,000	8	May & Nov.	"	'76-'89	....	Extension Mortgage Bonds ..	4,255,000	7*	June & Dec.	"	1916	....
Income and Extension Bonds ..	1,508,000	8	"	"	1902	....	Chicago, Pekin & Southwestern:						
1st Mort. (Stan., Sherr. and Ch.)	444,100	7	Jan. & July.	St. Albans.	1887	....	1st Mortgage ..	1,000,000	8	Feb. & Aug.	New York.	1901	....
Charlotte, Columbia & Augusta:							2d Mortgage ..	750,000	8	April & Oct.	"	1891	....
1st Mortgage ..	1,807,500	7	Jan. & July.	New York.	1895	....	Chicago, Rock Island and Pacific:						
2d Mortgage ..	500,000	7	April & Oct.	"	1910	....	1st Mortgage for \$12,500,000 ..	10,000,000	6	Jan. & July.	New York.	1917	....
Charters:							Chicago, St. Louis & N. Orleans:						
1st Mortgage ..	500,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage for \$13,000,000 ..	3,488,000	7	May & Nov.	New York.	1897	....
Cherry Valley, Sharon and Alb.:							2d Mortgage for \$3,000,000 ..	7,223,000	6	June & Dec.	"	1907	....
1st Mortgage ..	300,000	7	June & Dec.	New York.	1899	....	N. Orleans, Jack. & Gt. Nor—						
Chesapeake and Ohio:							1st Mortgage ..	2,941,000	8	Jan. & July.	New York.	1886	....
Purchase Money Funding Bds.	2,350,000	6*	Jan. & July.	New York.	1898	....	2d Mortgage ..	1,500,000	8	April & Oct.	"	1890	....
1st Mortgage gold "A" ..	2,000,000	6*	April & Oct.	"	1905	....	Mississippi Central—						
1st Mort. gold "B" ..	16,000,000	6*	May & Nov.	"	1908	....	1st Mortgage ..	345,000	7	May & Nov.	New York.	'80-'84	....
2d Mortgage Income ..	10,000,000	6	Jan. & July.	"	1918	....	2d Mortgage ..	1,990,000	8	Feb. & Aug.	"	1886	....
Virginia Central Mort. Coupon.	918,000	6	"	"	1884	....	Chl. & Southwestern (O., R. I. & Pac.):						
Oneire:							1st Mortgage, gold, guar.	5,300,000	7	May and Nov.	New York.	1899	....
Coupon bonds (no Mort.) ..	806,900	6	Jan. & July.	Boston.	'80-'86	....	Chicago, St. Paul, Minn. & O.:						
Chicago and Alton:							Consol. M., 1880, for \$30,000,000.	7,000,000	6	June & Dec.	New York.	1910	....
1st Mortgage ..	2,367,000	7	Jan. & July.	New York.	1893	....	Chicago, St. Paul, and Minn.—						
1st Mortgage, Income ..	1,095,000	7	April & Oct.	"	1883	....	1st Mortgage, gold ..	2,800,000	6*	May & Nov.	New York.	1918	....
Consol. Bonds (\$200,000 each).	4,379,450	6*	Jan. & July.	London.	1903	....	2d Mortgage, land grant ..	2,018,000	6*	"	"	1898	....
Sinking Fund Gold Bonds ..	3,004,000	6*	May & Nov.	New York.	1903	....	St. Paul, Stillw'r & Tay. Falls—						
1st Mort. (St. L. & C.) assumed	564,000	7	April & Oct.	"	1894	....	1st Mortgage ..	450,000	8	Jan. & July.	New York.	1901	....
2d Mort. (") ..	188,000	7	Jan. & July.	"	1898	....	St. Paul and Sioux City—						
Chicago, Burlington and Quincy:							1st Mortgage, gold ..	7,000,000	6*	April & Oct.	New York.	1919	....
Trust Mortgage, sfg f'd Incon.	3,711,000	8	Jan. & July.	New York.	1883	....	North Wisconsin—1st Mortgage	800,000	6	Jan. and July.	"	1900	....
Trust Mortgage (Burl. to Peoria)	553,000	7	April & Oct.	"	1890	....	Chicago and West Michigan:						
2d Mort. (Northern Cross) gold.	741,000	4*	Jan. & July.	Frankfort.	1890	....	1st Mortgage ..	477,000	8	March & Sept.	Boston.	1889	....
S. F. Mortgage (Iowa Division).	600,000	6	April & Oct.	New York.	1919	....	Cincinnati, and Baltimore:						
Plain 5 per cent bonds ..	2,356,000	5	"	Boston.	1901	....	1st Mort. guar. by B. & O. & M. & C.	750,000	7	Jan. & July.	Baltimore.	1900	....
Bonds of 1876, Sinking Fund ..	394,000	6	June & Dec.	"	1896	....	Cincinnati, Hamilton and Dayton:						
Plain 7 per cent bonds ..	85,475	7	Jan. & July.	"	1896	....	2d Mortgage of 1866 ..	494,000	7	Jan. & July.	New York.	1885	....
Consol. Mortgage for \$30,000,000.	13,693,000	7	"	New York.	1903	....	Consol. S. F. M. for \$3,000,000 ..	1,224,000	7	April & Oct.	"	1905	....
Chicago and Canada Southern:							Cincinnati, Ham. & Ind. (O., H. & D.):						
1st Mortgage ..	3,541,250	7*	April & Oct.	New York.	1902	....	1st Mortgage, guar.	2,500,000	7	Jan. and July.	New York.	1903	....
Chicago, Cincinnati and Louisv.:							Chc. & Ind. (C., I., St. L. & C.):						
1st Mortgage ..	1,000,000	7	Jan. & July.	New York.	1887	....	1st Mortgage ..	490,000	7	June & Dec.	New York.	1892	....
Chicago, Cin., Dub. and Minn.:							2d Mortgage, guar.	1,545,800	7	Jan. and July.	"	'82-'92	....
1st Mortgage ..	5,000,000	6	Jan. & July.	New York.	1920	....	Cincinnati, Ind., St. Louis & Chi.:						
1st Mortgage, old ..	400,000	7	Feb. & Aug.	"	1884	....	1st Mortgage, 1880, for \$7,500,000	1,000,000	6	May & Nov.	New York.	1920	....
Chicago, Det. and Ca. G'd June:							1st Mort. (Ind. Cin. and Laf.) ..	2,879,000	7	Feb. and Aug.	"	1897	....
1st Mortgage ..	1,025,000	6	June & Dec.	London.	....	....	Equipment Bonds, reg. (do.) ..	187,000	10	March & Sept.	"	1883	....
Chicago and Eastern Illinois:							1st Mort. (Indianap. & Cin.) '85	1,600,000	7	April & Oct.	"	1898	....
1st Mortgage, Sinking Fund ..	2,925,000	6	June & Dec.	New York.	1907	....	1st Mort. (Cin. & Indiana) ..	499,000	7	June & Dec.	"	1892	....
2d Mort., Income, (non-cum.) ..	714,329	7	December.	"	1907	....	2d Mort. (") guar.	1,545,800	7	Jan. & July.	"	'82-'92	....
Chicago and Grand Trunk:							1st Mort. (Cin., Laf and Chi.) ..	1,120,000	7*	March & Sept.	"	1901	....
1st Mortgage, Sterling ..	6,000,000	6*	Jan. & July.	London.	1900	....	Cin., Laf. & Chi. (C., I., St. L. & C.):						
2d Mortgage Income ..	4,000,000	7	September.	New York.	1900	....	1st Mortgage, gold ..	1,120,000	7*	March & Sept.	New York.	1901	....
Chicago and Iowa:							Cincinnati & Muskingum Valley:						
1st Mortgage ..	1,750,000	8	Jan. & July.	N.Y. & Bos.	1901	....	1st Mortgage ..	1,500,000	7	Jan. and July.	New York.	1901	....
Chicago, Iowa and Nebraska:							Cincinnati, Richmond & Chicago:						
2d Mort. (now 1st) ..	568,200	7	Jan. & July.	Boston.	1888	....	1st Mortgage guar. by C. H. & D.	560,000	7	Jan. and July.	New York.	1896	....
3d Mort. (now 2d) ..	211,500	7	Feb. & Aug.	New York.	1892	....	2d Mortgage " ..	65,000	7	"	"	1899	....
Chicago and Milwaukee:							Cinc., Rich. & Ft. Wayne (G.R. & I.):						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	....	1st Mortgage gold, guar.	1,800,000	7*	June and Dec.	New York.	1921	....
Chicago, Milwaukee and St. Paul:							Cin. Rockport and Southwestern:						
Consol. Mort. for \$35,000,000 ..	8,483,000	7	Jan. & July.	New York.	1905	....	1st Mortgage, gold ..	236,500	6*	Jan. and July.	New York.	1905	....
2d Mortgage ..	496,000	7	April & Oct.	"	1884	....	Cincinnati, Sandusky and Clev.:						
1st Mort. (La Crosse Division).	6,000,000	7	Jan. & July.	"	1903	....	2d Mortgage ..	1,100,300	7	June and Dec.	New York.	1890	....
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	"	"	1903	....	1st Mort. (San. Day. & Cin.) ..	750,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	"	"	1908	....	1st Mort. (San. City and Ind.) ..	350,000	7	March & Sept.	"	1897	....
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	"	"	1897	....	Cincinnati and Springfield:						
1st Mort. (Minnesota Central).	183,000	7	"	"	1894	....	1st Mort. (guar. by C. C. C. & I.)	2,000,000	7	Apr. and Oct.	New York.	1901	....
1st Mort. (St. Paul Division).	4,000,000	7*	"	"	1902	....	2d Mortgage ..	651,000	7	Jan. and July.	"	1902	....
1st Mort. (Iowa and Dak. Div.)	577,000	7	Feb. & Aug.	"	1899	....	Clev., Col., Cin. & Indianapolis:						
1st Mort. (Prairie du Chien Div.)	3,674,000	8	"	"	1898	....	1st Mortgage sinking fund ..	3,000,000	7	May & Nov.	New York.	1899	....
2d Mort. (") ..	1,315,000	7.3	Jan. & July.	"	1898	....	1st Mort. (C., C. and C. R. R.) ..	125,000	7	June and Dec.	"	'75-'84	....
1st Mort. (Hast. and Dak. Div.)	160,000	7	"	"	1902	....	1st Mort. (Bell. and Ind. R.R.) ..	408,000	7	Jan. & July.	"	1899	....
1st Mort. (Mil. and Western) ..	219,000	7	"	"	1891	Consol. Mortgage for \$7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1914
1st Mort. (Southwestern Div.) ..	4,000,000	6	"	"	190								

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Celebrookdale:							Dubuque and Dakota:						
1st Mort. guar. by Ph. and Edg.	600,000	6	June & Dec.	Philadelphia.	1898	...	1st Mortgage, gold, guar.....	550,000	6*	Jan. & July.	New York	1919	....
Colorado Central:							Dubuque Southwestern:						
1st Mortgage, new.....	2,526,000	7*	June & Dec.	Boston.	...	...	1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
Columbia and Port Deposit:							1st Mortgage, preferred.....	81,500	7	Jan. & July.	" "	1883	....
1st Mortgage.....	1,603,000	7	Feb. & Aug.	Philadelphia.	1892	...	Dunkirk, Allegheny Val. & Pittsb.:						
Columbus, Chicago & Ind. Cent.:							1st Mortgage (gold).....	2,000,000	7*	June & Dec.	New York	1890	....
1st Mortgage Consol. skg fund..	10,478,000	7	April & Oct.	New York.	1908	...	2d Mortgage.....	1,000,000	7	April & Oct.	" "	1890	....
2d Mortgage skg fund.....	120,000	7	Feb. & Aug.	" "	...	...	3d Mortgage.....	200,000	7	" "	" "	1890	....
Income convertible.....	8,985,000	7	" "	" "	1890	...	East Broad Top:						
1st Mort. (Chic. and St. Eastern)	224,000	7	April & Oct.	" "	93-96	...	1st Mortgage.....	500,000	7	Jan. & July.	Philadelphia.	1903	....
2d Mort. (")	23,200	7	Jan. & July.	" "	" "	...	East Pennsylvania (Ph. & Va.):						
1st Mort. (Cin. and Chl. Air-L.)	113,000	7	F. M. A. & N.	" "	98-99	...	1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	...	East Tennessee, Virginia & Ga.:						
2d Mort. (")	821,000	7	May & Nov.	" "	1904	...	1st Mortgage.....	3,123,000	7	Jan. & July.	New York.	1900	....
1st Mort. (Col. & Ind.) 1st & 2d pref.	372,000	7	Jan. & July.	" "	1883	...	2d Mortgage.....	190,000	4	" "	" "	'82-'83	....
1st Mort. (Tol., Logansport & Bur.)	510,500	7	Feb. & Aug.	" "	1884	...	Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Income (")	67,546	7	" "	" "	...	...	Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
1st Mort. (Union & Logansport)	716,000	7	April & Oct.	" "	1905	...	Company Bonds (")	634,000	6	" "	" "	'80-'81	....
Union Trust Co. Certificate...	1,506,000	...	...	...	...	...	Eastern (Mass.):						
Columbus and Rocking Valley:							1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	....
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	...	Certificates of Indebtedness...	13,393,430	4 1/2	" "	Bost. & Lond.	1906	....
1st M., Logan & Straitsville Br.	800,000	7	Jan. & July.	" "	1880	...	Eastern Shore (Md.):						
2d Mortgage.....	730,000	7	" "	" "	1892	...	1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1900	....
Columbus, Springfield and Cin.:							El River:						
1st M. (assumed by Cin., S. & O.)	1,000,000	7	March & Sept.	New York.	1901	...	Equipment Bonds.....	118,000	7	F. M. A. & N.	.....	1885	....
Columbus and Toledo:							Elizabethtown, Lex. & Big Sandy:						
1st Mortgage for \$2,500,000....	2,408,000	7	Feb. & Aug.	New York.	1905	...	1st Mortgage, gold.....	1,200,000	6*	March & Sept.	New York.	1902	....
Columbus and Xenia:							Elmira and Williamsport (N. Cen.):						
1st Mortgage, guar. by L.M.R.R.	802,000	7	March & Sept.	New York.	1890	...	Income Mortgage guaranteed...	1,000,000	6	Jan. & July.	Philadelphia.	1910	....
Concord and Claremont:							Erie-See N. Y., Lake E. & West	570,000	5	April & Oct.	" "	1882	....
1st Mortgage.....	500,000	7	.....	Concord, N.H.	1894	...	Erie and Pittsburgh (Penn. Co.):						
Connecticut Central:							1st Mortgage.....	280,700	7	Jan. & July.	New York.	1882	....
1st Mortgage for \$400,000.....	325,000	7	April & Oct.	.....	1895	...	2d Mortgage.....	92,300	7	April & Oct.	" "	1890	....
Connecticut and Passumpsic Riv.:							Consolidated Mortgage.....	2,194,000	7	Jan. & July.	" "	1895	....
New Mortgage for \$1,500,000....	1,409,500	7	April & Oct.	Boston.	1893	...	Equipment Mortgage.....	685,000	7	April & Oct.	" "	1890	....
Coupon Notes.....	123,000	7	June & Dec.	" "	1881	...	European & N. American (Me.):						
1st Mort. (Massachusetts) guar. gold	400,000	6*	Jan. & July.	" "	1890	...	1st Mort. (Bangor City Bonds)...	1,000,000	6	Jan. & July.	Boston.	1894	....
Connecticut Western:							Evansville and Terre Haute:						
1st Mortgage.....	3,200,000	7	Jan. & July.	New York.	1900	...	1st Mortgage (61 miles) skg. fund	281,000	7	Jan. & July.	New York.	1887	....
Connecting (Philadelphia):							1st Mortgage (100 m.)	611,000	7	May & Nov.	" "	1887	....
1st Mort. A., B. C. D. & E.....	991,000	6	March & Sept.	Philadelphia.	'00-'04	...	Consolidated Mort. for \$1,500,000	253,000	6	Jan. & July.	" "	1910	....
Corning, Cowanesque & Antrim:							Evansville, Terre Haute & Chl.:						
1st Mortgage.....	450,000	7*	Jan. & July.	.....	1885	...	1st Mortgage, gold.....	775,000	6*	May & Nov.	New York.	1900	....
Cumberland & Penn. (Consol. Coal):							2d Mortgage, gold.....	325,000	6*	Jan. & July.	" "	1903	....
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	...	Fitchburg:						
2d Mortgage, sinking fund.....	694,000	6	May & Nov.	" "	1888	...	Bonds of 1874.....	500,000	1	April & Oct.	Boston.	1894	....
Cumberland Valley:							Bonds of 1877.....	500,000	6	" "	" "	1897	....
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	...	Bonds of 1879.....	500,000	5	" "	" "	1899	....
2d Mortgage, sinking fund.....	109,500	8	" "	" "	1908	...	Flint and Pere Marquette:						
Plain bonds.....	81,800	6	" "	" "	1884	...	1st Mort. Land Gr. (3d series)...	1,722,000	8	March & Sept.	New York.	1888	....
Danbury and Norwalk:							Flint & Holly S. F. (\$25,000 r.y.)	300,500	10	May & Nov.	" "	1883	....
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1890	...	1st Mort. (Bay C. & L. Lag. guar.)	100,000	10	Jan. & July.	Newark.	1882	....
2d Mortgage.....	200,000	7	" "	" "	1892	...	Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York	1887	....
Consolidated Mortgage.....	100,000	6	" "	" "	1920	...	1st Mort. skg. fd. (H. W. & Mon.)	1,000,000	8	Jan. & July.	" "	1901	....
Dayton and Michigan (O.H. & D.):							Reorgan'n bds (redeem. at will)...	.....	6	.....	.....	1910	....
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	...	Florida Central:						
2d Mortgage, guar.....	426,000	7	March & Sept.	" "	1887	...	1st Mortgage, gold coupon.....	309,000	7*	Jan. & July.	New York.	1907	....
3d Mortgage, guar.....	351,000	7	April & Oct.	" "	1888	...	Flushing, North Shore and Cent.:						
Toledo Depot bonds guar.....	105,500	7	March & Sept.	" "	'81-'84	...	1st Mort. (Flush'g and N. Side.)	800,000	7	May and Nov.	New York.	1889	....
Dayton and Union:							2d Mort. (")	400,000	7	" "	" "	1900	....
1st Mortgage.....	90,000	7	.....	.....	1879	...	1st Mort. (Cent. R. R. Exten.)	200,000	7	" "	" "	1903	....
2d Mortgage.....	135,000	7	.....	.....	1879	...	Fonda, Johnstone & Gloversville:						
Income Bonds.....	262,445	7	.....	.....	1879	...	1st Mortgage.....	300,000	7	Jan. & July.	New York.	1900	....
Dayton and Western (L. M. R.R.):							Fort Madison and Northwestern:						
1st Mortgage (assumed).....	495,000	6-7	Jan. & July.	New York.	1905	...	1st Mortgage, gold.....	700,000	7*	April & Oct.	New York.	1905	....
Delaware (P. W. and Balt.):							Fort Wayne, Muncie & Cin.:						
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia.	1895	...	1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1889	....
Delaware and Bound Brook:							2d Mortgage.....	500,000	8	" "	" "	1906	....
1st mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	...	Equipment Mortgage.....	345,000	8	Jan. & July.	" "	1881	....
Delaware, Lackawann. & Western:							Framingham and Lowell:						
1st Mortgage.....	1,633,000	7	March & Sept.	New York.	1881	...	1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	....
Convertible Bonds.....	600,000	7	June & Dec.	" "	1892	...	Frankfort and Kokomo:						
Consol. Mortgage Bonds.....	3,667,000	7	March & Sept.	" "	1907	...	1st Mortgage, gold.....	200,000	7	Jan. & July.	New York.	1903	....
1st M. Ext. (Lack. & Bloomsburg)	370,900	7	" "	" "	1885	...	Fremont, Elkhorn & Mo. Valley:						
Denver Pacific (Union Pacific):							1st Mortgage.....	690,000	7	April & Oct.	New York.	1901	....
1st Mortgage gold, land grant...	527,000	7*	May & Nov.	New York.	1899	...	1st Mortgage.....	312,000	7	" "	" "	1899	....
Denver & Rio Grande:							Income Bonds.....	317,082	7	" "	" "	1886	....
1st Mort. gold, skg fund.....	6,882,500	7*	May & Nov.	New York.	1900	...	Galena & Ohio Union (C. & N.W.):						
1st Mort. (Ark. Valley Div.)....	1,040,000	7*	" "	" "	1902	...	1st Mortgage.....	1,632,000	7	Feb. & Aug.	New York.	1882	....
Consolidated Mortgage.....	8,475,000	7	Jan. & July.	" "	1900	...	Galv., Harrisburg & San Antonio.						
Denver, South Park and Pacific:							1st Mortgage, gold, land grant...	4,500,000	6*	Feb. & Aug.	New York.	1910	....
1st Mort. gold sinking fund.....	1,800,000	7	May & Nov.	N.Y. or Lond.	1905	...	2d Mortgage.....	1,000,000	7	June and Dec.	Bost. or Lond.	1895	....
Des Moines and Ft. Dodge:							Galveston, Houston & Henderson:						
1st Mortgage (coupon).....	2,200,000	6	Jan. & July.	New York.	1905	...	1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1902	....
Detroit & Bay City (Mich. Cent.):							Geneva, Ithaca and Sayre:						
1st Mort. (\$424,000 guar.).....	2,330,000	8	May & Nov.	New York.	1902	...	1st Mortgage, skg. fd., guar....	600,000	7*	Jan. & July.	New York.	1890	....
Detroit, Grand Har. & Milwaukee:							Georgia (and Banking):						
1st Mort. (guar. by G. W. of Ca.)	2,000,000	6	April & Oct.	N.Y. or Lond.	1913	...	Company bonds (debentures)...	425,000	7	Jan. & July.	Augusta	'90-'90	....
2d Mort. (")	8,500,000	6	" "	" "	1918	...	Company bonds (debentures)...	1,155,000	6	" "	" "	'90-'97	....
Dollar Bonds (Oakland & Ott.)	44,000	7	May & Nov.	New York.	1882	...	Grand Rapids & Indiana:						
1st Mort. (Det. & Pontiac R.R.)	144,000	7	Apr. and Oct.	" "	1882	...	1st Mortgage L. G. guar. gold...	4,000,000	7*	Jan. & July.	New York.	1899	....
2d Mort. (")	100,000	7	Jan. & July.	" "	1882	...	1st Mort. L. G. not guar. gold...	3,013,000	7*	April & Oct.	" "	1899	....
3d Mort. (")	250,000	8	Feb. & Aug.	" "	1883	...	Income Mortgage bonds.....	987,000	7	March & Sept.	" "	1906	....
Detroit, Lansing and Northern:							Grand River Valley (Mich. C.):						
1st Mortgage.....	2,265,000	7	Jan. & July.	Boston.	1907	...	1st Mortgage guar.....	1,000,000	8	Jan. & July.	New York.	1886	....
1st Mort. (Lansing and Lansing) ..	770,000	8	" "	" "	1889	...	Grand Rapids, Newago & L. S.:						
2d Mort. (")	81,000	8	May & Nov.	" "	1880	...	1st Mortgage.....	576,000	8	Jan. & July.	New York.	1891	....
Detroit, Mon. & Tol. (L.S. & M.S.):							2d Mortgage.....	200,000	7	June & Dec.	" "	1905	....
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1906	...	Great Western Railway of 1859:						
Dixon, Florida and Hannibal:							1st Mort., ass'd by W., St. L. & P.	2,495,000	7	Feb. & Aug.	New York.	1888	....
1st Mort. guar. by C., B. and Q.	546,500	8	Jan. & July.	New York.	1889	...	2d Mort., " "	2,500,000	7	May & Nov.	" "	1893	....
Dubuque and Sioux City:							Green Bay and Minnesota:						
1st Mortgage 1st div.....	296,000	7	Jan. & July.	New York.	1883	...	1st Mortgage.....	3,200,000	7*	Feb. & Aug.	New York.	1900	....
1st Mortgage 2d division.....	68,000	7	" "	" "	1894	...							

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Greenville and Columbia:							Jersey City and Bergen:						
1st Mortgage guar. by S. Car.	1,413,071	7	Jan. & July.	Columbia.	'81-'86		1st Mortgage	395,000	7				
1st Mortgage not guaranteed.	642,192	7	"	"	'81-'86		Joliet and Chicago (C. & Alton):						
Hannibal & Cent. Mo. (M. K. & T.)							1st Mortgage sfg fund guar.	304,000	8	Jan. & July.	New York.	1882	
1st Mortgage	753,000	7	May & Nov.	New York.	1890		Joliet and Northern Indiana:						
2d Mortgage	32,000	7	"	"	1892		1st Mort. guar. by Mich. Cent.	800,000	7	Jan. & July.	New York.	1907	
Hannibal & Naples (W. St. L. & P.)							Junction, Philadelphia:						
1st Mortgage	500,000	7	June & Dec.	New York.	1909		1st Mortgage, guaranteed	455,000	8	Jan. & July.	Philadelphia.	1882	
Hannibal and St. Joseph:							2d Mortgage not guaranteed	300,000	8	April & Oct.	"	1906	
Missouri State Loan	1,500,000	8	Jan. & July.	New York.	1894		Kalamazoo, Allegan & Gr. Rapids:						
Missouri State Loan	1,500,000	8	"	"	'85-'87		1st Mort. assumed by L.S. & M.S.	840,000	8	Jan. & July.	New York.	1888	
Fifteen years' bonds	4,000,000	8	Mar. & Sept.	"	1885		Kalamazoo and Schoolcraft:						
General Land Mortgage	442,000	7	Jan. & July.	"	1888		1st Mort. assumed by L.S. & M.S.	100,000	8	Jan. & July.	New York.	1888	
1st Mort. (Quincy & Palmyra)	433,000	8	Feb. & Aug.	"	1892		Kalamazoo, & S. Haven (M. Cen.):						
1st Mort. (Kansas City & Cam.)	1,200,000	10	Jan. & July.	"	1892		1st Mortgage guar. by leasees	640,000	8	May & Nov.	New York.	1889	
Harrisburg, Port. & Mt. Joy & Lan.							2d Mortgage	70,000	8	"	"	1890	
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia	1883		Kalamazoo & White Pigeon:						
Harrisburg and Potomac:							1st Mort. assumed by L.S. & M.S.	400,000	7	Jan. & July.	New York.	1890	
1st Mortgage	507,200	7	Jan. & July.	Philadelphia	1904		Kansas City and Cameron:						
Holly, Wayne & Monroe (F. & P.M.)							1st Mort. ass'd by Han. & St. Jo.	1,200,000	10	Jan. & July.	New York.	1902	
1st Mortgage, sinking fund	1,000,000	8	Jan. & July.	New York.	1901		Kansas Central:						
Holyoke and Westfield:							1st Mortgage for \$2,400,000	504,000	7	April & Oct.	New York.	1909	
1st Mortgage	280,000	6-7	April & Oct.	New Haven	'91-'98		Kansas City, Burl. & Santa Fe:						
Honolulu:							1st Mortgage	600,000	8	"			
1st Mortgage	100,000	7	Feb. & Aug.	New York.	1885		New Mortgage	1,500,000	7	Jan. & July.	New York.	1910	
2d Mortgage of 1869	300,000	6	Jan. & July.	Brpt. & Bost.	1889		Kansas City, Ft. Scott & Gulf:						
Equipment Bonds of 1873	150,000	7	Feb. & Aug.	Bridgeport.	1883		1st Mort. L. G. sinking fund	4,000,000	7	Jan. & July.	Boston.		
Consolidated Mortgage, 1890	300,000	6	April & Oct.	Boston	1910		Mortgage on Branches	1,325,000					
Houston, East and West Texas:							Kansas City, Lawrence & S.:						
1st Mortgage, gold	180,000	7*	May and Nov.	New York.	1893		1st Mortgage	2,940,000	4-6	April & Oct.	Boston	1909	
Houston and Texas Central:							1st Mort. (So. Kansas & West.)	545,000	7	Jan. & July.	"	1910	
1st Mortgage L. G. sfg fund, gold	6,282,000	7*	Jan. & July.	New York.	1891		1st Mort. (Sumner Co. R. R.)	300,000	7	"	"	1910	
1st Mortgage (L. G. West Div.)	2,270,000	7*	"	"	1891		Kan. City, St. Jo. & Oum. Bluffs:						
1st Mort. (Waco & N. W. Div.)	969,000	7*	"	"	1903		1st Mort. (O. B. & St. Jo.)	500,000	7	Jan. & July.	Bost. & N. Y.	1880	
Income and Indemnity bonds	2,500,000	7	May & Nov.	"	1887		1st Mortgage	4,495,522	7	"	"	1907	
Consol. Mort. L. G. (M. & W. D.)	3,642,000	8	April & Oct.	"	1912		Income Bonds	2,488,174	6	April & Oct.	Boston.	1907	
Consol. Mort. L. G. (Waco & N.)	580,000	8	May & Nov.	"	1915		Kansas City, St. Louis & Chicago:						
Huntingdon and Broad Top Mt.:							1st Mortgage	3,000,000	6*	May & Nov.	New York.	1903	
1st Mortgage gold	415,000	7*	April & Oct.	Philadelphia	1890		Kan. City, Top. & W. (A. T. & S. Fe)						
2d Mortgage, gold	267,500	7*	Feb. & Aug.	"	1895		1st Mortgage	854,000	7*	Jan. & July.	Boston.	1905	
Consolidated Mortgage	1,500,000	7	April & Oct.	"	1-95		Income Bonds	200,000					
Illinois Central:							Kansas Pacific (Union Pacific):						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890		1st Mort. (1st Div. 140 m.) gold	2,240,000	6*	Feb. & Aug.	New York.	1896	
Sterling Bonds, \$500,000	2,500,000	6*	"	London.	1895		1st Mort. (2d Div. 253.94 m.) gold	4,063,000	6*	June & Dec.	"	1896	
Sterling Bonds, \$200,000	1,000,000	6*	June and Dec.	"	1906		1st M. (3d Div. 244.66 m. & 3,000,000 a.)	6,379,000	6*	May & Nov.	N. Y. L. & F.	1899	
Sterling Bonds, Sinking Fund	4,200,000	6*	April & Oct.	"	1903		1st Mort. (2,000,000 acres) gold	1,460,000	7*	Jan. and July.	"	1880	
Six per cent Currency Bonds	1,600,000	6	Jan. & July.	New York.	1898		2d Mort. (") gold	830,000	7*	March & Sept.	New York.	1896	
Six per cent Reg. Currency Bds	200,000	6	Feb. & Aug.	"			1st Mort. (Leavenworth Branch)	492,000	7	May & Nov.	"	1896	
Illinois Grand Trunk (C. B. & Q.)							2d Mortgage (Gov't Subsidy)	6,308,000	6	Jan. & July.	U. S. Treas.	'95-'97	
1st Mortgage, guaranteed	890,500	8	April & Oct.	Boston.	1890		2d Mortgage (Income)	1,124,150	7	March & Sept.	New York.	1916	
Illinois Midland:							Kentucky Central:						
1st Mortgage, gold	4,175,000	7*	Jan. & July.		1905		2d Mort. (Ov'gton & Lexington)	792,000	7	March & Sept.	New York.	1883	
Illinois & So. Iowa (W. St. L. & P.)							3d Mortgage	223,000	7	June & Dec.	"	1885	
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882		Keokuk and Des Moines:						
Indiana, Bloomington & Western:							1st Mort. guar. by O. R. I. & P.	2,750,000	5	April & Oct.	New York.	1923	
1st Mortgage, preferred	600,000	7	Jan. & July.	New York.	1900		Knox and Lincoln:						
1st Mortgage, not preferred	3,500,000	3-6	April & Oct.	"	1909		1st Mortgage	2,395,000	6	Various.	Boston.	'80-'02	
2d Mortgage	1,500,000	3-6	Jan. & July.	"	1909		Knoxville and Ohio:						
Income Bonds	1,500,000	6	"	"	1919		1st Mortgage	500,000	7	Jan. & July.	New York.	1906	
Indianapolis, Decatur & Spring:							Lake Erie and Western:						
1st Mortgage	1,700,000	7	April & Oct.	New York.	1906		1st Mortgage, gold	1,815,000	6*	Feb. & Aug.	New York.	1919	
2d Mortgage, Income	2,619,000	7	Jan. & July.	"	1906		Income Bond, conv. (non-cum.)	1,485,000	7	August	"	1899	
Indianapolis, Cinc. & Laf.							1st Mortgage (Sandusky Ext.)	327,000	6	Jan. & July.	"		
See Cinc., Ind., St. L. & Chic.							Income (Sandusky Extension)	600,000					
Indianapolis and Madison:							1st Mort. (Laf., Bl. & Muncie)	2,500,000	6*	May & Nov.	"	1919	
1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881		Income (")	1,000,000	7	Annually.	"	1899	
Indianapolis and St. Louis:							Lake Ontario Southern:						
1st Mortgage in three series	2,000,000	7	Various.	New York.	1919		1st Mortgage, gold	1,000,000	6*	April & Oct.	New York.	1910	
2d Mortgage	906,000	7	April & Oct.	"	1900		Lake Shore & Michigan South'n:						
Equipment Mortgage	500,000	8	Jan. & July.	"	1881		Consol. Mort. S. F. Reg'd	9,441,000	7	J. A. J. & O.	New York.	1900	
Indianapolis & Vincennes:							Consol. Mort. S. F. Coupon	10,460,000	7	Jan. & July.	"	1900	
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908		2d Consol. Mort. for \$25,000,000	2,705,000	7	June & Dec.	"	1908	
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	"	1900		Bonds of 1892 (Reg. & Coupon)	1,356,000	7	April & Oct.	"	1892	
International and Gr. Northern:							Lake Shore Dividend Bonds	920,000	7	"	"	1892	
1st Mort. (purchase money) gold	6,024,000	6*	May & Nov.	New York.	1919		3d Mort. (Clev., Pal. & Ash.)	5,255,000	7	May & Nov.	"	1885	
2d M. Income (purchase money)	4,724,000	8	Mar. & Sept.	"	1909		1st Mort. (Mich. & N. Ind.)	1,595,000	7	Jan. & July.	"	1885	
Ionia and Lansing (D. L. & N.)							2d Mort. (")	849,000	7	April & Oct.	"	1886	
1st Mortgage	770,000	8	Jan. & July.	Boston.	1889		Mort. Bonds (Buffalo & St. L.)	300,000	7	Jan. & July.	"	1882	
Iowa Falls and Sioux City:							Mort. Bonds (")	300,000	7	March & Sept.	"	1886	
1st Mortgage	2,947,000	7	April & Oct.	New York.	1917		Mort. Bonds (") Erie	2,884,800	7	April & Oct.	"	1898	
Iowa Midland (C. & N. W.):							1st M. (Det'r't, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1906	
1st Mortgage, guar.	1,350,000	8	April & Oct.	New York.	1900		1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1890	
Iowa & Min. excls. (C. M. & St. P.)							1st M. (School. & Three Rivers)	100,000	8	"	"	1887	
1st Mortgage	3,810,000	7	Jan. & July.	New York.	1897		1st M. (Kalam. & Schoolcraft)	100,000	8	"	"	1887	
Ithaca, Auburn and Western:							1st M. (Kalam. & Gr. Rap.)	840,000	7	"	"	1888	
2d Mortgage, Income	498,090	7	Jan. & July.	New York.	1907		1st M. (Jamestown & Franklin)	397,000	7	"	"	1884	
Jackson, Lane, & Sag. (Mich. Cen.):							2d M. (")	500,000	7	June & Dec.	"	1894	
1st Mortgage guar.	1,024,000	8	Jan. & July.	New York.	1885		Lawrence (P. Ft. W. & Chi.):						
1st Mort. (Northern Ext.) guar.	514,000	8	May & Nov.	"	1890		1st Mortgage, guaranteed	336,000	7	Feb. & Aug.	New York.	1895	
Consolidated Mortgage	1,943,000	8	March & Sept.	"	1891		Leavenworth, Atch. & N. West'n:						
Jacksonville, Pensac. and Mobile:							1st Mort. guar. by Pac. of Mo.	479,000	7	April & Oct.	New York.	1889	
State Bonds	4,000,000	8	Jan. & July.	New York.	1900		1st and 2d Mortgages	800,000	7	June & Dec.	Philadelphia.	1907	
Jamestown & Frank. (L.S. & M.S.):							Lehigh Valley:						
2d Mortgage guaranteed	397,000	7	Jan. & July.	New York.	1897		1st Mortgage (coupon & reg.)	6,000,000	6	June & Dec.	Philadelphia.	1895	
2d Mortgage guaranteed	500,000	7	June & Dec.	"	1894		2d Mortgage registered	6,000,000	7	March & Sept.	"	1910	
Jefferson (Erie):							Consol. Mort. gold, coup. & reg.	14,304,000	6*	June & Dec.	"	1923	
1st & 2d Mort. (Hawley Section)	300,000	7	Jan. & July.	New York.	'87-'89		Little Miami:						
1st Mort. (Carbondale Section)	2,000,000	7	"	"	1889		1st Mortgage	1,492,000	6	Jan. & July.	Cincinnati.	1883	
Jeffersonville, Madison & Indian:							Street Connection Bonds	476,000	6	Various.	"	1894	
1st Mortgage consol.	2,382,000	7	April & Oct.	New York.	1906		Little Rock and Fort Smith:						
2d Mortgage consol.	2,000,000	7	Jan. & July.	"	1910		1st Mortgage L. G. sinking fund	2,650,000	7	Jan. & July.	Boston.	1905	
1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881		Little Rock, Miss. Riv. & Texas:						
Junction and Breakwater:							1st Mortgage	1,350,000	7	Jan. & July.	Boston.	1896	
1st Mortgage	470,000	6	Jan. & July.	New York.	1890								
2d Mortgage	250,000	6	Feb. & Aug.	"	1896								

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.				Price.		Description of Bonds.	Amount.	Rate.	Interest Payable.				Price.	
			When.	Where.	Due.							When.	Where.	Due.			
Little Schuylkill (Phila. & Rdg.):	\$								Milwaukee, Lake Sh. & Western:	\$							
1st Mortgage, Bkg. Fd.....	468,000	7	April & Oct.	Philadelphia.	1882	....			1st Mort. (Lake Shore Division)	750,000	7	June & Dec.	New York.	1895	....	
Long Island:									1st Mort. (North rd Division)...	572,000	7	March & Sept.	"	"	1909	....
1st Mortgage (Extension).....	175,000	7	May & Nov.	New York.	1890	....			1st Mort. (Nishkosh Division)...	200,000	7	Feb & Aug.	"	"	"	1909	....
1st Mortgage (Glen Cove Br.)....	160,000	6	"	"	1884	....			1st Mort. (Wausau Division)....	280,000	7	"	"	"	"	1910	....
1st Mortgage.....	1,121,500	7	"	"	1898	....			1st Mortgage (Equipment).....	179,000	9	June & Dec.	"	"	"	1899	....
2d Mortgage.....	986,772	7	Feb. & Aug.	"	1912	....			Mineral Point:								
Atlantic Ave. Improve. Certif.	114,900	7	"	"	'81-'82	....			1st Mortgage.....	320,000	10	Jan. & July.	Detroit.	1890	....	
1st Mort. (Smithtown & Ft. Jef.)	600,000	7	March & Sept.	"	1901	....			Minneapolis & St. Louis:								
1st Mort. (Newtown & Flush.)...	105,500	7	May & Nov.	"	1891	....			1st Mort. (Min. to Werriam June)	455,000	7	Jan. & July.	New York.	1907	....	
1st Mort. (N. Y. & R. & R. way)	250,000	7	April & Oct.	"	1901	....			1st Mort. (Merrim. J. to Al. Lea)	950,000	7	June & Dec.	"	"	1927	....
Louisiana & Mo. Riv. (Ch. & Al.):									1st M. (Min. to White B. L.) guar.	280,000	7	May & Nov.	"	"	1907	....
1st Mortgage.....	1,851,000	7	Feb. & Aug.	New York.	1900	....			1st Mort. (Al. L. to Ft. Dodge) gold	1,020,000	7	June & Dec.	"	"	1909	....
2d Mortgage.....	800,000	7	May & Nov.	"	1900	....			Mortgage (Southw. Ex. L.) gold...	12,000 pm	7	"	"	"	1910	....
Louisville, Cincin. and Lexington:									Minnesota Valley (O. & N.W.):								
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....			1st Mortgage.....	150,000	7	April & Oct.	New York.	1908	....	
1st Mortgage.....	2,900,000	7	"	"	1897	....			Miss. Cent.—See Ch., St. L. & N.O.):								
New Mortgage for \$1,000,000....	761,700	7	April & Oct.	"	1907	....			Mississippi and Tennessee:								
Louisville and Nashville:									1st Mortgage, Series A.....	978,000	8	April & Oct.	New York.	1902	....	
General Mortgage for \$20,000,000	5,000,000	6	June & Dec.	N. Y. & Louis.	1930	....			2d Mortgage, Series B.....	1,601,000	8	Jan. & July.	"	"	1902	....
Consol. Mort. S. F. for \$5,000,000	1,070,000	7	April & Oct.	"	1898	....			Missouri, Kansas and Texas:								
2d Mortgage, Gold 10-year.....	2,000,000	7	May & Nov.	"	1883	....			1st Mort. (U. Pac. S. Br.) skg fund	2,818,000	6	Jan. & July.	New York.	1899	....	
1st Mort. (Lebanon Branch).....	88,000	7	"	New York.	'80-'85	....			1st Mort. (Tebco & Neosho) S.F.	849,000	7	June & Dec.	"	"	1908	....
1st Mort. (Memphis and Ohio)....	3,500,000	7	June & Dec.	London.	1901	....			Consol. Land Grant, skg fd gold	14,752,000	7	Feb. & Aug.	"	"	'04-'06	....
1st Mort. (Memph. & Clark Br.)	2,270,770	6	Feb. & Aug.	"	1902	....			2d Mortgage, Income.....	7,571,553	6	April & Oct.	"	"	1911	....
1st Mort. (Cecilian Branch).....	1,000,000	7	March & Sept.	New York.	1907	....			Brownville Br dge bonds, guar.	955,000	7	May & Nov.	"	"	1906	....
1st Mort. (N. Orleans & Mo.)....	5,000,000	6	Jan. & July.	"	1930	....			Consol. Mort. for \$45,000,000.								
Mort. (Evans, Hend. & Nash.)	1,600,000	6	June & Dec.	"	1919	....			Missouri Pacific:								
Louisville Loan (no mortgage)....	850,000	6	Apr. and Oct.	"	'86-'87	....			1st Mortgage gold.....	7,000,000	6	Feb. & Aug.	New York.	1888	....	
Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	"	1886	....			2d Mortgage sinking fund.....	2,578,000	7	Jan. & July.	"	"	1891	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	N. Y. & Louis	1893	....			3d Mortgage.....	4,500,000	7	May & Nov.	"	"	1895	....
Debenture Bonds 18-0.....	2,650,000	6	Jan. & July.	New York.	1884	....			St. Louis County Debt.....	700,000	7	Monthly	St. Louis.	1885	....	
Trust Company Certificates.....	492,200	6	April & Oct.	"	1884	....			Real Estate Bonds.....	800,000	8	May & Nov.	New York.	1892	....	
Louisville, New Albany & Chic.: 1st Mortgage.....	5,000,000	6				....			1st Mort. (Carondelet Branch)	250,000	6	April & Oct.	"	"	1893	....
McKean and Buffalo:									Consol. Mortgage for \$30,000,000			May & Nov.	"	"	1920	....
1st Mortgage.....	398,000	7	Jan. & July.	Buffalo.	1906	....			1st Mort. (Missouri River R.R.)	409,000	....					
Macon and Augusta:									1st Mort. (Leav. Atch. & N.W.)	479,000	7	April & Oct.	"	"	1889	....
1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1887	....			1st Mort. (St. L. and Lex.).....	650,000	....					
1st Mortgage not endorsed.....	100,000	7	"	"	1887	....			1st Mort. (Kan. City and East.)	248,000	6	Jan. & July.	"	"	1894	....
Madison & Portage (O., M. & St. P.):									1st M. (St. L. Kan. & Arizona).	1,200,000	....					
1st Mortgage.....	600,000	7	Apr. and Oct.	New York.	1902	....			1st Mort. (Lexington & Southern)	1,050,000	....					
Mehoning Coal:									Mobile and Girard:								
1st Mortgage.....	1,480,000	7	Jan. & July.	New York.	1902	....			2d Mort., end. by Cent. R.R. of Ga.	500,000	8	Jan. & July.	New York.	1889	....	
Maine Central:									3d Mort., to Central R.R. of Ga.	800,000	4	June & Dec.	"	"	1897	....
Consolidated 1st Mortgage.....	3,903,700	7	April & Oct.	Boston.	1912	....			Mobile and Ohio:								
\$1,100,000 Loan, tax free.....	756,800	7	Jan. & July.	"	1898	....			1st Mortgage, issue of 1879....	7,000,000	6	June & Dec.	Mob. & N. Y.	1927	....	
Extension (gold) Loan.....	498,500	6	April & Oct.	"	1900	....			First Preferred Debentures.....	5,300,000	7	As declared on or before	New York.				
\$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Monthly.	"	'90-'91	....			Second Preferred Debentures..	1,850,000	7	Feb. 1, out of net earnings preceding fiscal yr.	"				
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Portland	1883	....			Third Preferred Debentures...	600,000	7	non-acc.	"				
Consol. Loan (Port. & Kennebec).	1,166,700	6	Jan. & July.	Boston.	1895	....			Fourth Preferred Debentures..	900,000	6	Jan. & July.	"	1892	....	
1st Mort. (Leeds & Farmington).	633,000	6	Jan. & July.	"	1901	....			Carro Extension.....	600,000	6	Jan. & July.	"				
Bath (Androscoggin) Loan.....	425,000	6	J. A. J. & O	"	1891	....			Morris and Essex (D. L. & W.):								
Manhattan Beach:									1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	....	
1st Mort. (N. Y. & Man. Beach)	500,000	7	Jan. & July.	New York.	1897	....			2d Mortgage guar.....	8,000,000	7	Feb. & Aug.	"	"	1891	....
2d Mort. conv. ("").....	300,000	....				....			Convertible bonds.....	284,000	7	Jan. & July.	"	"	1900	....
Mortgage (Man. Beach Imp. Co.)	600,000	7	Mar. & Sept.	"	1890	....			Gen'l M. (1st on Bonton Br.) gr.	4,991,000	7	April & Oct.	"	"	1901	....
Marietta and Cincinnati:									Special Mortgage.....	1,025,000	7						
1st Mortgage, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....			Consol. mort. for \$25,000,000 guar	5,050,000	7	June & Dec.	"	"	1915	....
1st Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	....			Nashua and Lowell:								
2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1896	....			Bonds for freight depot.....	200,000	6	Feb. and Aug.	Boston.	1892	....	
3d Mortgage Dollar.....	3,000,000	8	Jan. and July.	"	1890	....			Nashville, Chattanooga & St. Louis:								
4th Mortgage.....	4,000,000	8	April & Oct.	"	1908	....			1st Mort., endorsed by Tenn.....	898,000	6	Jan. & July.	New York.	'81-'86	....	
1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1896	....			2d Mort. (Held by U. S. Gov.)...	1,000,000	4	June and Dec.	"	"	'81-'91	....
1st Mort. (Balt. Short Line) guar.	750,000	7	June & Dec.	"	1904	....			New Mortgage for \$6,800,000....	4,902,000	7	Jan. & July.	"	"	1913	....
1st Mort. (Cin. & Balt.).....	750,000	7	Jan. & July.	"	1900	....			1st M. (Mc M. & M. & W. & A. R. R.)	320,000	6	"	"	"	1918	....
Marquette, Houghton & Ontonagon:									1st Mort. (Tenn. & Pacific R.R.)	300,000	6	"	"	"	1918	....
1st Mortgage (Marq. & Ont.)....	1,760,000	6	June & Dec.	Boston.	1892	....			1st Mort. (Ja. pper Br. Extension)	90,000	8	"	"	"	1906	....
1st Mortgage.....	2,482,200	6	March & Sept.	"	1908	....			Nashville and Decatur (L. & Nash.):								
Massachusetts Central:									1st Mortgage sinking fund, guar.	1,955,000	7	Jan. & July.	New York.	1900	....	
1st Mortgage guaranteed.....	400,000	6	Jan. & July.	Boston.	1890	....			2d Mortgage gold.....	178,000	6	April & Oct.	Nashville.	1887	....	
Massachusetts Central:									Natchez, Jackson and Columbus:								
1st Mortgage for \$3,500,000....	1,500,000	6	Jan. & July.	Bost. & N. Y.	1900	....			1st Mortgage, gold.....	600,000	7	April & Oct.	New York.	1910	....	
Memphis and Charleston:									Nevada Central:								
1st Mortgage, extended.....	1,284,000	7	Jan. & July.	New York.	1915			1st Mortgage, gold.....	720,000	6	April					

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
New York & Canada (D. & H. C.):	\$						Ohio Central:	\$					
1st Mort. for \$200,000, guar.....	4,000,000	6*	May & Nov.	London.	1904	....	1st Mortgage, gold.....	3,000,000	6*	Jan. & July.	New York.	1920	..
New York Central & Hudson R.:							Income bonds, non-cum., 1880..	3,000,000	7	"	"	1920	....
Debt Certificates (N. Y. Cent.)	5,632,900	6	May & Nov.	New York.	1883	....	Terminal Mortgage bonds, 1880.	600,000	6	"	"	1920	....
Bonds for B. & N. F. st. ("")	74,500	6	"	"	1883	....	Ohio and West Virginia:						
Bonds for R. R. Stocks ("")	592,000	6	"	"	1883	....	1st Mortgage sinking fund.....	1,584,000	7	May & Nov.	New York.	1910	....
Bonds for Real Estate ("")	162,000	6	"	"	1883	....	Old Colony:						
Bonds of 1884 renewed ("")	2,391,300	6	June & Dec.	"	1887	....	Plain Bonds.....	1,100,000	6	March & Sept.	Boston.	1896	....
2d Mort. (Hudson River) S. F.	1,423,200	7	"	"	1885	....	Plain Bonds.....	32,000	5	"	"	1884	....
1st Mort., coup. for \$30,000,000	18,725,000	7	Jan. & July.	"	1903	....	Plain Bonds.....	1,692,000	5	"	"	1894	....
1st Mort., reg'd	9,733,333	6*	"	"	1903	....	Plain Bonds.....	390,500	5	Various.	"	1881	....
1st Mort. Sterling for £2,000,000	9,733,333	6*	"	"	1903	....	Plain Bonds.....	500,000	6	June & Dec.	"	1895	....
New York City and Northern:							Plain Bonds.....	2,000,000	6	Feb. & Aug.	"	1897	....
Consol. Mort. for \$4,000,000.....	3,427,000	6	May & Nov.	New York.	1910	....	Oil Creek (Buffalo, Pittab. & W.):						
New York Elevated:							1st Mortgage.....	550,000	7	April & Oct.	Philadelphia.	1882	....
1st Mortgage \$ or £.....	8,500,000	7	Jan. & July.	New York.	1906	....	Omaha and Southwestern:						
New York and Greenwood Lake:							1st Mortgage, guar.....	1,034,000	8	June & Dec.	Boston.	1896	....
1st Mortgage.....	900,000	7	Feb. & Aug.	New York.	....	....	Oregon and California:						
2d Mortgage, Income.....	1,900,000	7	March & Sept.	"	....	....	1st Mortgage, gold.....	10,950,000	7*	April & Oct.	Frankfort.	1890	....
New York and Harlem:							Oregon Central:						
Consol. Mort. for \$12,000,000....	10,500,000	7	May & Nov.	New York.	1900	....	1st Mortgage.....	4,395,000	7	Jan. & July.	New York.	1891	....
Sinking Fund Mortgage of 1881.	107,704	7	Jan. & July.	"	1881	....	2d Mortgage.....	300,000	7	March & Sept.	"	1906	....
N. York, Housatonic & Nor.:							Oregon Pacific:						
1st Mortgage.....	249,000	7*	April & Oct.	New York.	1902	....	1st Mortgage, land grant, gold..	25,000 pm	6*	April & Oct.	N. Y. & Lond.	1900	....
New York, Lake Erie & West.):							Oswego and Rome (R. W. & O.):						
1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York.	1897	....	1st Mortgage, guar.....	350,000	7	May & Nov.	New York.	1915	....
2d Mortgage, convert., extended	2,160,000	5	March & Sept.	"	1919	....	Income Mortgage.....	202,000	7	Feb. & Aug.	"	1891	....
3d Mortgage.....	4,852,000	7	"	"	1883	....	Oswego and Syracuse (D. L. & W.):						
4th Mortgage, convertible ext'd.	2,937,000	6*	April & Oct.	"	1920	....	1st Mortgage, guaranteed.....	124,000	7	May & Nov.	New York.	1890-95	....
5th Mortgage convertible.....	709,500	7	June & Dec.	"	1888	....	Consolidated Mortgage, guar.....	338,000	7	March & Sept.	"	1907	....
Buffalo Branch, 1st mortgage....	182,000	7	Jan. & July.	"	1891	....	Ottawa, Oswego and Fox River:						
Long Dock Mortgage.....	3,000,000	7	June & Dec.	"	1893	....	1st Mortgage guar by C. B. & Q.	1,078,000	8	Jan. & July.	N. Y. & Bos.	1900	....
1st Consol Mortgage, gold.....	16,666,000	7*	March & Sept.	N. Y. or Lond.	1920	....	Paducah and Elizabethtown:						
1st Consol. M., Fund. Coup. Bds	3,699,226	7*	"	"	1920	....	1st Mortgage.....	299,994	8	Feb. & Aug.	New York.	1897	....
New 2d Consol. Mort., gold.....	24,400,000	6*	June & Dec.	"	1909	....	2d Mortgage Income.....	1,141,000	7	April.	"	1897	....
New 2d do. funded coupons.....	8,597,400	6*	"	"	1909	....	Painesville and Youngstown:						
Income bonds (non-cumulative)	608,008	6*	"	"	1917	....	1st Mortgage, 1880.....	150,000	7	Jan. & July.	....	1910	....
N. Y. & Man. Beach—See Man. B.							2d Mortgage, Income, 1880.....	859,200	7	"	....	....	....
New York and New England:							Panama:						
1st Mort., new for \$10,000,000 ..	6,968,000	6-7	Jan. & July.	Boston.	1905	....	General Mort., stg. (£1,000,000).	3,960,000	7*	April & Oct.	London.	1897	....
New York, N. Haven & Hartford:							Sinking Fund subsidy, gold, 1880	3,000,000	6*	May & Nov.	New York.	1910	....
1st Mort. (Hartford & Portchester)	2,000,000	6-7	April & Oct.	New York.	1903	....	Paterson, Newark & N. Y. (Erie)						
New York, Pennsylvania & Ohio:							1st Mortgage, guar.....	500,000	7	....	....	....	....
Prior Lien Bonds, gold, 1880....	8,000,000	6*	March & Sept.	New York.	1895	....	Pennsylvania:						
1st Mort., gold, Income, 1880....	35,000,000	7*	Jan. & July.	"	1905	....	General Mortgage.....	10,992,760	6	Jan. & July.	Phil. or Lond.	1910	....
2d Mortgage \$ & £ Income, 1880	14,500,000	6*	May & Nov.	"	1910	....	General Mortgage, registered..	22,301,540	6	April & Oct.	"	1910	....
3d Mortgage \$ & £ Income, 1880	30,000,000	5*	"	"	1915	....	Consolidated Mortgage, 1873....	4,000,000	6	M. J. S. & D.	"	1905	....
Leased Lines Rental Trust, 1872	8,365,000	4-6	Jan. & July.	"	1902	....	Consolidated Mort. gold, 1879....	4,000,000	5	June & Dec.	"	1909	....
Leased Lines Rental Trust, 1873	8,365,000	2-7	"	"	1903	....	State lien for \$1,500,000, shg. fd.	4,091,875	5	April & Oct.	Philadelphia.	1891-90	....
New York, Providence & Boston:							Car Trust bonds (S. F. 10 p. c.)	3,000,000	6*	....	....	....	....
1st mortgage.....	1,000,000	7	Jan. & July.	New York.	1899	....	Pennsylvania Company:						
N. Y., Woodhaven & Rockaway:							Judgment bds (held by Pa. R.R.)	4,400,000	6	....	Philadelphia.	Dem.	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1909	....	Registered bonds.....	3,200,000	6	J. A. J. & O.	"	1907	....
Norfolk & Peterb.—See A. M. & O.							Bonds gold, guaranteed, 1881..	10,000,000	4*	"	"	1921	....
North Carolina:							Pennsylvania & New York (L. V.):						
1st Mortgage.....	210,000	8	May & Nov.	Co's Shops, N.C.	1888	....	1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1898	....
North Missouri (St. L., K. C. & N.):							1st Mortgage guaranteed.....	1,500,000	7	"	"	1906	....
1st Mortgage.....	6,000,000	7	Jan. & July.	New York.	1895	....	Peoria & Bureau Val. (C. R. I. & P.):						
North Pennsylvania:							1st Mortgage guaranteed.....	200,000	8	Feb. & Aug.	New York.	1893	....
1st Mortgage.....	1,930,500	6	Jan. & July.	Philadelphia.	1885	....	Peoria, Decatur and Evansville:						
2d Mortgage.....	1,500,000	7	May & Nov.	"	1896	....	1st Mortgage, gold, 1880.....	1,287,000	6*	Jan. & July.	New York.	1920	....
General Mortgage.....	2,649,500	7	Jan. & July.	"	1903	....	Income Bonds, non-cum., 1880..	859,200	6	"	"	1920	....
Bonds of 1881, secured by stock	1,200,000	6	"	"	....	....	1st Mort. (Evansville Division).	750,000	6	March & Sept.	"	1920	....
Northeastern (S. U.):							Income Bonds (do.) non-cum....	750,000	6	"	"	1920	....
1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	....	Peoria, Pekin and Jacksonville:						
2d Mortgage.....	236,000	8	"	"	1899	....	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....
Northern (Cal.):							2d Mortgage.....	1,000,000	7	April & Oct.	"	1900	....
1st Mortgage.....	2,435,000	6	"	"	1907	....	Perkiomen (Phila. and Rdg.):						
Northern Central (Mich.):							1st Mortgage.....	799,800	6	April & Oct.	Philadelphia.	1887	....
1st Mortgage.....	1,525,000	7	"	"	1903	....	Consol. Mort. gold S. F. guar....	1,125,000	6*	June & Dec.	"	1913	....
Northern Central:							Peterborough (N. H.):						
1st Mortgage, Md. State loan....	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....	Plain Bonds, redeem. after 1882.	100,500	6	April & Oct.	Boston.	1897	....
2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1885	....	Petersburg:						
3d Mortgage S. F. Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	....	1st Mortgage (Installments) ..	103,000	8	Jan. & July.	New York.	1909-98	....
Mortgage coupon.....	2,599,000	6*	Jan. & July.	Baltimore.	1900	....	2d Mortgage.....	300,000	8	May & Nov.	"	1902	....
Mortgage registered.....	205,000	6*	April & Oct.	"	1900	....	Philadelphia and Balt. Central:						
Consol. Gen. Mort. S. F. Coup....	4,475,000	6*	Jan. & July.	Lond. & Balt.	1904	....	1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
Second Gen'l Mort. coupon "A"	3,000,000	6	"	Baltimore.	1926	....	1st Mortgage (Md. Div.)	300,000	6	"	"	1891	....
Second Gen. M. coup. "B" conv.	1,000,000	6	"	"	1926	....	2d Mortgage.....	400,000	7	"	"	1900	....
Northern New Jersey (Erie):							Philadelphia and Erie (Penn.):						
1st Mortgage, extended.....	200,000	6	Jan. & July.	Jersey City.	1888	....	1st Mort. (Sambury & Erie)....	978,000	7	April & Oct.	Philadelphia.	1897	....
2d Mortgage.....	200,000	7	March & Sept.	"	1889	....	1st Mort. (\$3,000,000 are sterling)	5,000,000	6*	"	Phil. or Lond.	1911	....
Northern Pacific:							2d Mortgage.....	3,000,000	7	Jan. & July.	Philadelphia.	1888	....
1st Mort., l. g., Mo. Div.....	2,387,895	6	"	New York.	....	....	General Mort. for \$20,000,000...	8,880,000	6*	"	Phil. or Lond.	1920	....
1st M., l. g., Pend D'Oreille Div.	1,697,940	6	March & Sept.	"	1919	....	Philadelphia and Reading:						
Consol. Mort., l. g., gold, 1880...	20,000,000	6*	Jan. & July.	"	1921	....	Receiver's Certificates, 1880 ..	1,800,000	4-6	....	Philadelphia.	....	....
Northwestern Virginia:							Loan of 1868, debenture.....	1,135,300	6	Jan. & July.	"		

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Phila., Newton and New York:	\$						St. Louis, Alton and Terre Haute:	\$					
1st M., guar by Phila. & Rdg...	70,000	6	April & Oct.	Philadelphia.	1897	....	1st Mortgage skg fd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	
Philadelphia, Wilmington & Balt:							1st Mortgage skg fd. (Series B)	1,100,000	7	April & Oct.	" "	1894	
Mortgage Loan, convertible	240,500	6	Jan. and July.	Phila. & Bost.	1884	....	2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	
Loan of 1887	1,000,000	6	April & Oct.	" "	1887	....	2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	
Loan of 1872	700,000	6	" "	Philadelphia.	1892	....	2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	
Loan of 1875	800,000	6	" "	" "	1900	....	Equipment Mortgage	300,000	10	March & Sept.	" "	1880	
Loan of 1880	1,000,000	6	June & Dec.	" "	1910	....	St. Louis, Iron Mt. and Southern:						
Pittsburg, Cin. & St. Louis (Pa.):							1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	
1st Mort. (Col. & Newark Div.)	456,000	7	Jan. and July.	Philadelphia.	1890	....	2d Mort. (")	6,000,000	7	May & Nov.	N. Y. & Lond.	1897	
1st Mort. (Steub. & Ird.) conv.	3,000,000	6	Monthly.	New York.	1884	....	1st Mort. L.G. (Arkansas Brh)	2,500,000	7	June & Dec.	New York	1893	
Consol. Mortgage for \$100,000	6,541,000	7	Feb. and Aug.	Philadelphia.	1900	....	1st Mort. (Cairo, Ark. & Tex.)	1,450,000	7	" "	" "	1897	
Consolidated 2d Mortgage	2,640,000	7	April & Oct.	" "	1913	....	1st Mort. (Cairo and Fulton)	7,948,000	7	Jan. & July.	" "	1891	
Pittsburg and Connelleville:							St. Louis, Jacksonville & Chicago:						
1st Mortgage	4,000,000	7	Jan. & July.	Baltimore.	1898	....	1st Mortgage	2,365,000	7	April & Oct.	New York.	1894	
1st Mort. (Turtle Creek Div.)	326,000	6	Feb. and Aug.	Pittsburg.	1882	....	2d Mortgage	360,000	7	Jan. & July.	" "	1898	
Consol. Mort. guar. by B. & O.	6,600,000	6	Jan. and July.	London.	1926	....	St. Louis, Kansas City & North:						
Pittsburg, St. Wayne & Chicago:							1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1896	
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	....	Real estate & 2d M. for \$3,000,000	2,993,000	7	March & Sept.	" "	1904	
1st Mortgage (Series B)	875,000	7	Feb. and Aug.	" "	1912	....	1st & 2d M. on S. Charles Bridge	1,384,500	7	April & Oct.	" "	1908	
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....	1st Mort. (Omaha Div.) gold	2,350,000	7	" "	" "	1919	
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....	1st Mort. (Clarinda Br.) gold	284,000	6	Feb. & Aug.	" "	1919	
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....	St. Louis and San Francisco:						
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....	1st Mort. (South Pacific) gold	7,444,500	6	Jan. & July.	New York.	1893	
2d Mortgage (Series G)	860,000	7	Jan. and July.	" "	1912	....	2d Mortgage A for \$500,000	410,308	6	May & Nov.	" "	1908	
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....	2d Mort. B. & C. for \$5,200,000	5,064,32	3	" "	" "	1908	
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....	Equipment Mortgage	1,000,000	7	June & Dec.	" "	1896	
2d Mortgage (Series K)	860,000	7	April and Oct.	" "	1912	....	Land Debentures	800,000	10	J. A. J. & O.	" "	1884	
2d Mortgage (Series L)	860,000	7	May and Nov.	" "	1912	....	M. and Western R. R. Mort.	1,100,000	6	Feb. and Aug.	" "	1910	
2d Mortgage (Series M)	860,000	7	June and Dec.	" "	1912	....	Joplin Railroad Bonds	200,000					
31 Mortgage	2,000,000	7	April and Oct.	" "	1912	....	St. Louis, Vandalia & Terre Haute:						
Construction Bonds	100,000	7	Jan. & July.	" "	1887	....	1st Mortgage, S. F. guaranteed.	1,899,000	7	Jan. & July.	New York.	1897	
Equipment bonds—renewed	1,000,000	8	March & Sept.	" "	1884	....	2d Mortgage, (A.) guaranteed.	1,600,000	7	May & Nov.	" "	1895	
Pittsburg and Lake Erie:							2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	
1st Mortgage	2,000,000	6	Jan. and July.	N. Y. & Phila.	1928	....	S. Paul, Minn. and Manitoba:						
Pittsburg, Va. and Charleston:							1st Mort. (St. Paul to St. Anth.)	100,000	8	March & Sept.	New York.	1881	
1st Mortgage	1,583,000	7	April & Oct.	Philadelphia.	1902	....	1st Mort. (St. Paul to Watab.)	366,000	7	Jan. & July.	" "	1892	
Portland & Ogdenburg:							1st Mort. (St. Paul to St. Anth.)	1,459,500	7	" "	N.Y. & Lond	1908	
1st Mortgage, gold	800,000	6	Jan. & July.	Portland.	1900	....	2d Mortgage, gold	8,000,000	6	April & Oct.	" "	1909	
New Mort. gold, for \$3,300,000	2,268,000	6	May and Nov.	" "	1901	....	1st M. Dakota Ext. for \$6,000,000	2,350,000	6	May & Nov.	New York.	1910	
Portland and Rochester:							Sand, Mansfield & Newark (B&O).						
1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Boston.	1887	....	1st Mortgage guaranteed	2,303,000	7	Jan. & July.	New York.	1902	
1st Mortgage (equal lien)	350,000	7	April & Oct.	" "	1887	....	Savannah, Florida and Western:						
2d Mort. (Portland Loan) S. F.	450,000	6	Various.	" "	1891	....	1st Mortgage, Consolidated	1,666,000	7	Jan. & July.	" "	1897	
Port Royal and Augusta:							Mort. Bonds (Sav. Alb. & Gulf)	300,000	7	" "	New York.	1879	
1st Mortgage	250,000	6	Jan. & July.	New York.	1899	....	1st Mort. (So. Ga. and Florida).	464,000	7	May & Nov.	" "	1888	
Income bonds	1,500,000	6	" "	" "	1899	....	2d Mort. (")	200,000	7	" "	" "	1889	
Portsmouth, Mt. Falls & Conway:							Savannah, Griffin & North Ala.:						
1st Mortgage	1,000,000	4	June & Dec.	Boston.	1937	....	1st Mortgage	500,000	7	Jan. & July.	Macon.	1891	
Providence and Springfield:							Lehigh Valley and Duanebury:						
1st Mortgage	800,000	7	Jan. & July.	Providence.	1892	....	1st Mortgage, guar. by Del. & H.	500,000	6	March & Sept.	New York.	1924	
Providence and Worcester:							Scioto Valley:						
New bonds	1,212,000	6	Jan. & July.	Providence.	1897	....	1st Mortgage S. F.	1,800,000	7	Jan. & July.	New York.	1896	
Raleigh and Gaston:							2d Mortgage S. F.	299,000	7	April & Oct.	" "	1894	
1st Mortgage	820,000	8	Jan. & July.	Phil. & Bal'h.	1898	....	Shamokin Valley & Pottsville:						
Reading and Columbia (P. & R.):							1st Mortgage, on road and lands.	2,000,000	7	Jan. & July.	Philadelphia.	1901	
1st Mort. Coupon, guaranteed.	650,000	7	March & Sept.	New York.	1882	....	Shenandoah Valley:						
2d Mort. Coupon, guaranteed.	350,000	7	June & Dec.	Columbia.	1884	....	1st Mortgage	2,100,000	7	" "	" "	1909	
1st Mort. (Lancaster & Read.)	350,000	7	Jan. & July.	Philadelphia.	1893	....	2d Mortgage, Income	1,400,000	7	" "	" "	1909	
Rensselaer and Saratoga:							Shenango and Allegheny:						
Consol. Mort. for \$2,000,000	1,925,000	7	May and Nov.	New York.	1921	....	1st Mortgage	874,500	7	April & Oct.	New York.	1889	
Rhinebeck and Connecticut:							Shore Line (N. Y., N. H. & Hart):						
1st Mortgage, gold	800,000	7	" "	" "	" "	....	1st Mortgage, 18:0	200,000	4	March & Sept.	New Haven.	1910	
Richmond and Allegheny:							Sioux City and Dakota:						
1st Mortgage, gold, 1880	5,000,000	7	" "	" "	" "	....	1st Mort. (Dakota Southern)	600,000		Feb. & Aug.	New York.	1894	
Richmond and Danville:							1st M. (Sioux City & Pembina).	300,000		June & De	" "	1903	
Virginia State Loan, skg. fd.	508,000	6	Jan. & July.	Richmond.	1880	....	Sioux City and Pacific:						
Virginia State bonds, guar.	109,400	6	" "	" "	1875	....	1st Mortgage	1,628,000	6	Jan. & July.	New York.	1898	
1st Mort. (Piedmont branch)	500,000	8	" "	" "	1885	....	2d Mortgage (Gov. Subsidy)	1,628,000	6	" "	U.S. Treasury	1899	
1st Mort. (Northwestern, N. C.)	500,000	6	April and Oct.	N. Y. or Rich.	1878-90	....	Somerset:						
Consolidated Mortgage	1,766,900	6	May and Nov.	New York.	1904	....	1st Mortgage, gold	450,000	7	Jan. & July.	" "	1891	
Gen'l Mort. gold for \$6,000,000	1,728,000	6	April & Oct.	" "	1904	....	South Carolina:						
R. ch., Fredericksburg & Potomac:							1st Mortgage Sterling	1,482,667	5	Jan. & July.	London.	178-88	
Sterling Loan	87,227	6	Jan. & July.	London.	185-85	....	1st Mortgage (L.) currency	1,020,500	6	" "	New York.	178-88	
Dollar Loan	177,516	6	Various.	Richmond.	180-90	....	2d Mort. for \$3,000,000	1,020,500	7	April & Oct.	" "	1902	
Dollar Loan, coupon	450,000	8	Jan. & July.	Philadelphia	181-90	....	Domestic (I) Bonds	1,087,500	7	" "	Charleston.	1891	
Richmond and Petersburg:							Domestic (K) Bonds	63,500	6	Jan. & July.	New York.	180-92	
1st Mortgage, coupon	132,000	8	April & Oct.	Richmond.	181-86	....	South and North Alabama:						
N. w Mortgage of 1875	50,000	7	May and Nov.	" "	1915	....	1st Mort., endor. by Ala. gold.	391,000	8	Jan. & July.	New York.	1890	
Rochester and State Line:							Sterling Mort., guar. by L. & N.	6,076,040	6	May & Nov.	London.	1903	
1st Mortgage	2,160,000	7	Jan. & July.	New York.	1902	....	Southern Central (N.Y.):						
Rock Island and Pacific:							1st Mortgage	1,500,000	7	Feb. & Aug.	New York.	1890	
1st Mortgage	150,000	10	Jan. & July.	New York.	1930	....	2d Mortgage	600,000	7	March & Sept.	" "	1882	
Rome, Watertown & Ogdenb:							1st Mortgage, Interest Bonds	876,050	7	Feb. & Aug.	" "	1887	
1st Mortgage (W. & R.) Skg Pd.	422,500	7	March & Sept.	New York.	1910	....	2d Mortgage, Interest Bonds	42,000	7	March & Sept.	" "	1887	
2d Mortgage	1,000,000	7	Jan. & July.	" "	1892	....	Southern Iowa and Cedar Rapids:						
General Mort. S. F.	1,021,500	7	June & Dec.	" "	1891	....	1st Mortgage gold	1,600,000	7	May & Nov.	New York.	1900	
Consol. Mort. for \$10,000,000	5,122,000	7	April & Oct.	" "	1904	....	Southern Pacific (Cal.):						
1st Mort. (Syracuse Northern)	500,000	7	Jan. & July.	" "	1901	....	1st Mortgage gold land grant	29,520,000	6	April & Oct.	New York.	1905	
Rutland (Central Vermont):							Southern Pennsylvania:						
New 2d Mortgage	1,500,000	6	Feb. and Aug.	Boston.	1895	....	1st Mortgage gold	625,000	7	March & Sept.	Philadelphia.	1900	
General Mortgage	1,530,000	6	May & Nov.	" "	1902	....	South Western (Ga):						
Saginaw Valley and St. Louis:							Company Bonds, Convertible	133,000	7	various.	Macon.	1882	
1st Mortgage, coupon	446,000	8	May & Nov.	New York.	1902	....	Southwest Pennsylvania:						
St. Johnsbury & L. Champlain:							1st Mortgage	932,000	7	Feb. & Aug.	Philadelphia.	1917	
1st Mortgage, 1880	600,000	6	" "	" "	1910	....	Spartanburg and Asheville:						
St. Joseph and St. Louis:							1st Mortgage, gold	400,000	7	Jan. & July.	Char. & N. Y.	1897	
1st Mortgage	500,000	7	Jan. & July.	New York.	1894	....	Staten Island:						
St. Joseph and Western:							1st Mortgage	200,000	7	Jan. & July.	New York.	1886	
1st Mort. (St. Joseph & Pacific)	1,900,000	7	Jan. & July.	New York.	1915	....	Stanstead, Shefford and Chamby:						
2d Mortgage	1,200,000	7	" "	" "	1915	....	1st Mort., Guar. by Cent. Vern.	444,100	7	Jan. & July.	St. Albans.	1887	
1st Mort. (Kansas & Nebraska)	1,900,000	7	" "	" "	1915	....	Sterling Mountain:						
2d Mo t. (")	1,200,000	7	" "	" "	1915	....	1st Mortgage	350,000	7	Jan. & July.	New York.	1885	
St. Louis, Hannibal and Keokuk:							Stockton and Copperopolis:						
1st Mortgage, convertible	140,000	7	April & Oct.	New York.	1917	1st Mort., guar. by Cent. Pacific	500,000	5	Jan. & July.	New York.	1905	

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Summit Branch:							Warren (D. L. & W.):						
1st Mortgage.....	1,000,000	7	Jan. & July.	Philadelphia.	1904	....	1st Mortgage consolidated.....	600,000	7	March & Sept.	New York.	1905	....
Suspens. Bridge & Erie Junction:							2d Mortgage.....	750,000	7	Apr. and Oct.	"	1900	....
1st Mortgage.....	1,000,000	7	.....	.....	.....	....	Wash. City & Pt. Lookout (B. & O.):						
Syracuse, Bing. & N.Y. (D.L. & W.):							1st Mortgage, gold.....	540,000	6	June & Dec.	Baltimore.	1903	....
1st Consol. Mortgage.....	1,750,000	7	April & Oct.	New York.	1906	....	Washington City, Va. Mid. & Gt. So.						
2d Mortgage (now 1st).....	270,000	7	June & Dec.	"	1887	....	1st Mort. (O., Alex. & Manassas).....	1,650,000	7	Jan. and July.	Baltimore.	1892	....
Syracuse, Chenango and N. Y.							2d Mort. (" ").....	333,000	7	Apr. and Oct.	"	1891	....
1st Mortgage.....	221,400	7	Feb. and Aug.	Syracuse.	1907	....	1st Mort. (Orange & Alexandria).....	400,000	6	May and Nov.	"	1873	....
Syracuse, Geneva and Corning:							2d Mort. (" ").....	1,177,500	6	Jan. and July.	"	1875	....
1st Mortgage.....	1,000,000	7	May & Nov.	New York.	1905	....	3d Mort. (" ").....	600,000	8	May and Nov.	"	1873	....
Terre Haute & Indianapolis:							4th Mort. (" ").....	700,000	8	March & Sept.	"	1880	....
Bonds of 1873 for \$1,600,000.....	1,600,000	7	April & Oct.	New York.	1893	....	General Mortgage.....	1,072,000	7	May and Nov.	"	1903	....
Terre Haute & Logans. (T.H. & I.):							1st Mortgage (Lynchb. & Danv.).....	1,310,000	6	Apr. and Oct.	"	1896	....
1st Mortgage, guar.....	500,000	6	Jan. & July.	New York.	1910	....	Funded Coup. (Orange & Alex.).....	872,949	6	Various.	"	73-'80	....
Texas and New Orleans:							Washington and Ohio:						
1st Mortgage.....	1,050,000	7	Feb. and Aug.	New York.	1905	....	1st Mortgage.....	281,000	7*	Apr. and Oct.	New York.	1901	....
Texas and Pacific:							Westchester and Philadelphia:						
1st Mortgage, gold.....	3,431,000	6*	Mar. & Sept.	N.Y., Ph. Lon.	1905	....	General Mortgage.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	....
2d Mortgage Consolidated.....	7,619,000	6*	June & Dec.	"	1905	....	Western of Alabama:						
Income and Land Grant.....	3,170,000	7	July.	N. Y. & Phil.	1915	....	1st Mortgage (Western R.R.).....	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mort. gold, (Rio Grande Div.).....	5,000,000	6*	Feb. & Aug.	"	1930	....	1st Mortgage (M. & W. Point R.R.).....	300,000	8	Jan. & July.	"	1821	....
Texas and St. Louis:							2d Mortgage guar. by Cent. Geor.	1,128,000	8	April & Oct.	"	1890	....
1st Mortgage gold, 1880.....	1,040,000	6*	June & Dec.	New York.	1910	....	Western and Atlantic:						
Toledo, Cincinnati & St. Louis:							Income Bonds.....	690,000	10	J. A. J. & O.	Atlanta, Ga.	75-'91	....
1st Mortgage, gold, 1881.....	3,000,000	6*	.....	.....	1921	....	Western Maryland:						
Toledo, Delphos and Burlington:							1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	....
1st Mortgage, 1880.....	2,250,000	6	Jan. and July.	New York.	1910	....	1st Mort. endor. by Balt.....	300,000	6	"	"	1890	....
2d Mort., Income (non-cum) 1880.....	2,250,000	6	.....	.....	1910	....	2d Mort. (" ").....	300,000	6	"	"	1896	....
Troy and Boston:							2d Mort. endor. by Wash. Co.....	300,000	6	"	"	1896	....
1st Mortgage, Consolidated.....	1,384,000	7	Jan. & July.	New York.	1894	....	2d Mortgage preferred.....	600,000	6	"	"	1896	....
Convertible Bonds.....	650,000	7	March & Sept.	"	1882	....	3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	....
Ulster and Delaware:							4th Mortgage.....	1,000,000	6	"	"	1902	....
1st Mortgage.....	140,000	7	Jan. & July.	Rondout.	1904	....	Funded Coupons.....	520,250	6	"	"	1890	....
2d Mortgage, Income Bonds.....	1,342,800	7	"	"	1904	....	Western Minnesota:						
Union Pacific:							1st Mortgage.....	500,000	7	May and Nov.	New York.	....	....
1st Mortgage gold.....	27,231,000	6*	Jan. & July.	N. Y. & Bos.	96-'99	....	Land Grant bonds.....	100,000	7	"	"	....	....
1st Mort. Land Grant.....	6,299,000	7	April & Oct.	"	1887	....	Western North Carolina:						
2d Mortgage (Gov. subsidy).....	27,235,112	6	Jan. & July.	U.S. Treasury.	96-'99	....	1st Mortgage.....	350,000	7	.....	.....	1890	....
3d Mortgage Sinking Fund.....	15,292,000	8	March & Sept.	N. Y. & Bos.	1893	....	Western Pennsylvania (Penn.):						
Omaha Bridge Bonds Sterling.....	2,121,000	8*	Apr. & Oct.	London.	1896	....	1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	....
Collateral Trust Bonds.....	3,612,000	6	Jan. & July.	New York.	1908	....	1st Mortgage (Pittsburg Branch).....	1,000,000	6	Jan. and July.	"	1890	....
1st Mortgage (Denver Pacific).....	627,000	7*	May & Nov.	"	1899	....	General Mortgage.....	1,200,000	7	Apr. and Oct.	"	1901	....
Union Pacific, Central Branch:							West Jersey:						
1st Mortgage, gold.....	1,600,000	6	May and Nov.	New York.	1895	....	Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Philadelphia.	1883	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	"	"	U.S. Treasury.	96-7-8	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	....
Funded Interest Bonds.....	640,000	7*	"	"	New York.	....	1st Mortgage, consolidated.....	1,100,000	7	Apr. and Oct.	"	1890	....
United N. J. R. R. & Canal Cos.:							Consolidated Mortgage.....	125,500	6	May and Nov.	"	1909	....
Loan of 1901 (United Compan's)	5,669,000	6*	March & Sept.	Philadelphia.	1901	....	Wilmington, Colum. & Augusta:						
Sterling Loan £389,200 (U. Co's)	1,846,000	6*	"	London.	1894	....	1st Mortgage.....	1,900,000	7	June & Dec.	Baltimore.	1910	....
Sterling Loan £380,000 (")	1,800,000	6*	"	"	1894	....	Wilmington and Weldon:						
Loan of 1894 St. Fund (")	2,000,000	6	April & Oct.	Philadelphia.	1894	....	Sterling Bonds.....	648,700	6*	Jan. and July.	London.	1881	....
Loan of 1888 (United Compan's)	184,000	6	Feb. and Aug.	"	1888	....	Sterling Bonds.....	221,400	7*	May and Nov.	"	1886	....
Loan of 1903 (")	841,000	6	March & Sept.	"	1908	....	Sinking Fund gold, Bonds.....	749,000	7*	Jan. and July.	New York.	1896	....
Loan of 1883 (Camden & Amb'y)	1,700,000	6	Feb. & Aug.	"	1883	....	Wisconsin Central:						
Loan of 1889 (")	855,000	6	June & Dec.	Princeton.	1889	....	1st Mortgage land grant gold... 8,168,000	7*	Jan. and July.	Boston.	1901	....
Mortg. Loan (")	5,000,000	6	May & Nov.	Philadelphia.	1889	....	Worcester and Nashua:						
Bond to State (N.J.R.R. & T. Co.)	100,000	7	April & Oct.	N. Y. (Over Due.)	....	Plain Bonds.....	275,000	5	Various.	Worcester.	1887	....
Utah Central:							Plain Bonds.....	250,000	5	Apr. and Oct.	Boston.	1893	....
1st Mortgage, gold.....	1,000,000	6*	Jan. & July.	New York.	1890	....	Plain Bonds.....	400,000	5	Feb. and Aug.	"	1895	....
Utah Northern:							CANAL BONDS.						
1st Mortgage.....	3,838,000	7	Jan. & July.	New York.	1908	....	Albemarle and Chesapeake:						
Utah and Pleasant Valley:							Mortgage Bonds.....	500,000	7	Jan. and July.	New York.	1900	....
1st Mortgage, gold.....	900,000	7	May and Nov.	New York.	1904	....	Chesapeake and Delaware:						
Utah Southern:							1st Mortgage sinking fund.....	1,903,750	6	Jan. and July.	Philadelphia.	1886	....
1st Mortgage, coupon.....	1,125,000	7	Jan. & July.	New York.	1891	....	Chesapeake and Ohio:						
General Mortgage for \$1,950,000.....	825,000	7	"	"	1909	....	Sterling Loan guaranteed.....	4,875,000	5	J. A. J. & O.	London.	1890	....
Utah Western:							Preferred Bonds (next lien).....	1,699,500	6	Jan. and July.	Baltimore.	1895	....
1st Mortgage.....	720,000	7	.....	.....	1894	....	Delaware Division (L.C. & N.):						
Utica and Black River:							1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1893	....
Bonds of 1871.....	1,112,000	7	Jan. & July.	New York.	1891	....	Delaware and Hudson:						
1st Mort. (Bl. Riv. & Merriam).....	600,000	7	"	"	....	....	1st Mort. 1st series, July 1, 1889	3,500,000	7	Jan. and July.	New York.	1894	....
1st Mort. (Clayton & There-a).....	200,000	7	"	"	....	....	reg. 2d series, Jan. 1, 1871	648,000	7	"	"	1891	....
Utica, Clinton and Binghamton:							Bonds of 1874 coup. and reg.....	4,856,000	7	Apr. and Oct.	"	1894	....
1st Mortgage.....	800,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Pennsyl. Div.).....	5,000,000	7	March & Sept.	"	1917	....
Vermont & Canada (Cent. Vt.):							Lehigh Coal and Navigation:						
Bonds guaranteed.....	1,500,000	8	Jan. & July.	Boston.	1891	....	Convertible Debentures.....	41,550	6	June & Dec.	Philadelphia.	1882	....
Mortgage Bonds.....	60,000	5	Apr. and Oct.	"	1909	....	Convertible Loan, gold.....	771,000	6*	March & Sept.	"	1894	....
Missisquoi Railroad.....	500,000	7	Jan. & July.	St. Albans.	1891	....	1st Mortgage, registered.....	6,881,940	6	J. A. J. & O.	"	1884	....
Vermont and Massachusetts:							1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	....
1st Mortgage sinking fund.....	550,000	6	Jan. & July.	Boston.	1883	....	Mortgage (equip.) Loan, gold... 4,653,000	6*	June & Dec.	"	1897	....
Convertible bonds.....	160,000	7	"	"	1885	....	Consolidated Mortgage.....	2,454,000	7	"	"	1911	....
Vicksburg and Meridian:							Greenwood Mortgage Loan.....	675,000	7	Feb. and Aug.	"	1892	....
1st series (red).....	703,000	7	Jan. and July.	Vicksburg.	1890	....	Morris (and Banking):						
2d series (blue).....	80,000	7	"	"	1890	....	1st Mortgage.....	780,000	7	Apr. and Oct.	Philadelphia.	1906	....
3d series (black).....	138,000	7	"	"	1890	....	Boat Loan, sinking fund.....	220,000	7	"	"	1895	....
4th series (not end.).....	1,180,500	7	Apr. and Oct.	"	1890	....	Preferred Stock Dividend Scrip.	103,164	7	Feb. and Aug.	"	1899	....
Wabash, St. Louis and Pacific:							Pennsylvania:						
General Mort. for \$56,000,000.....	8,000,000	6*	June & Dec.	New York.	1920	....	Gen'l Mort. guar. by Pa. R. R.	3,000,0					

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

As at risk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italia." State-aid Railroads are distinguished by a "t."

Abstract of General Balance Sheet.													Value of Shares.										
Property and Assets.				Liabilities.				Operations.					Earnings.		Par.	p.c.							
Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	M.	Trains Moved.	Passengers.	Freight.	Gross.	Net.			Dividends.						
Years ending.	Main Line.	Branch Line.	2d Track and Sidings.	Gauge of Track.	Engines.	Cars.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	M.	Trains Moved.	Passengers.	Freight.	Gross.	Net.	Dividends.	Value of Shares.	
Sept. 30, 1870	60.0	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5
Dec. 31, 1870	60.0	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5
Sept. 30, 1871	60.0	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5
Dec. 31, 1871	60.0	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5
Sept. 30, 1872	60.0	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5
Dec. 31, 1872	60.0	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5
Sept. 30, 1873	60.0	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5
Dec. 31, 1873	60.0	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5
Sept. 30, 1874	60.0	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5
Dec. 31, 1874	60.0	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5
Sept. 30, 1875	60.0	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5
Dec. 31, 1875	60.0	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5
Sept. 30, 1876	60.0	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5
Dec. 31, 1876	60.0	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5
Sept. 30, 1877	60.0	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5
Dec. 31, 1877	60.0	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5
Sept. 30, 1878	60.0	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5
Dec. 31, 1878	60.0	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5
Sept. 30, 1879	60.0	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5
Dec. 31, 1879	60.0	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5
Sept. 30, 1880	60.0	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5
Dec. 31, 1880	60.0	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5
Sept. 30, 1881	60.0	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5
Dec. 31, 1881	60.0	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5
Sept. 30, 1882	60.0	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5
Dec. 31, 1882	60.0	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5
Sept. 30, 1883	60.0	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5
Dec. 31, 1883	60.0	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5
Sept. 30, 1884	60.0	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5
Dec. 31, 1884	60.0	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5
Sept. 30, 1885	60.0	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5
Dec. 31, 1885	60.0	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5
Sept. 30, 1886	60.0	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5
Dec. 31, 1886	60.0	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5
Sept. 30, 1887	60.0	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5
Dec. 31, 1887	60.0	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5
Sept. 30, 1888	60.0	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5
Dec. 31, 1888	60.0	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5
Sept. 30, 1889	60.0	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5
Dec. 31, 1889	60.0	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5
Sept. 30, 1890	60.0	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5
Dec. 31, 1890	60.0	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5
Sept. 30, 1891	60.0	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5
Dec. 31, 1891	60.0	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5
Sept. 30, 1892	60.0	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5
Dec. 31, 1892	60.0	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5	2.94	8.5
Sept. 30, 1893	60.0	2.94	8.5	2.94																			

	1870	1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869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Skobelev's Little Railroad.

The correspondent of the *Republique Francaise* who is on his way to join General Skobelev's expedition, writes from the camp of Koutole that he is in a position to give trustworthy and interesting information concerning the railway which is in course of construction across the steppes:

This railway is destined to enable Russia to throw an army in a comparatively short time into the very heart of Turcomania. It has lately been represented not only as a military line, but as the head of the famous Trans-Asiatic Railway, which is to place Europe in direct communication with India. But that is, at least, not the chief aim which the Russian Government has in view. It may so happen that one day this railway will form a link in the long chain stretching from Europe to the Ganges; but what is now kept steadily in view is the establishment of rapid communication between St. Petersburg and Central Asia, in order to prevent the warlike tribes which inhabit this part of the world being a constant danger and annoyance to their neighbors.

If Russia had been inspired with the ambition of reaching India across the Asiatic Continent she would not have chosen as the head of the line Michailowsky, which is a shallow little port into which no large vessel can penetrate, but would have selected Orenburg. Moreover, she would not have pressed on the works with such excessive speed. The line is, indeed, but a military one, which already renders great services to the expedition against the Tekhes. In the first instance, it had been decided that it should not extend beyond Mallo Kera, but that a railway should start from that point and be carried as far as Kazan Djick. A decree was, however, subsequently issued ordaining that the main line should be pushed on further. The first twenty-two versts cost 150,000 roubles, but the twenty succeeding versts, which have now been completed, only occasioned an outlay of 100,000 roubles. These figures speak for themselves, and show both the rapidity with which the works are carried on and their inexpensive nature.

Great difficulty was experienced in constructing the first eight versts, for the line ran through a desert of sand hills. It was therefore, necessary to make deep cuttings and high embankments. But this was not all. It was also essential to prevent the drifting sand from blocking the cuttings and the wind from gradually carrying away the embankments. Watering with sea water was first tried unsuccessfully; then naphtha was used, and answered the purpose of keeping the sand in its place, but it was too costly, and lastly a layer of clay was employed, which it appears is generally found sufficient. However, in the cuttings, wooden fences such as the Russians employ to prevent their railways becoming choked with drifting snow have been raised along the line to protect it from the sand. After the first few versts had been constructed the work became comparatively through an immense plain, only varied by a few hills of sand. When the bed of the dried up stream has to be crossed—such, for instance, as the Amou Daria—the engineers content themselves with filling it up with sand, and boldly lay the rails across it. Along the whole length of the line which has yet been laid the nature of the soil has been the same—that is to say, sand upon a stratum of clay.

The most serious obstacle which has yet been encountered is the almost impossibility of procuring water. It is not only a question of potable water, but of water sufficiently good to be used for the locomotives. The borings which have been made along the line have produced very unsatisfactory results, but some very bad water in small quantities has been discovered which, after being mixed with caustic acid, will probably be sufficiently good to serve for the engines. It is also proposed to construct immense reservoirs at certain points where at some seasons the water collects, such as at Atscha Konina. It appears

that there is also much difficulty in providing fuel for the locomotives. At the present moment wood from Persia has been employed, but owing to the expense of its carriage it is much too dear to be continued. Petroleum is, however, abundant, and since it is used as fuel on the Volga and Caspian Sea steamers, it will also be tried on the railway. One thousand navvies, all Russians, are employed on the works, which progress on an average at the rate of a verst a day.

Commerce of New York.

The foreign imports at New York for the month of February, 1881, are officially stated as follows:

	1880.	1881.
Entered for consumption	\$20,585,964	\$17,812,805
Do. for warehousing	7,622,450	6,389,790
Free goods	10,984,896	9,363,696
Specie and bullion	972,574	591,072

Total entered at port	\$40,165,384	\$34,157,263
Withdrawn fr. warehouse	6,808,808	6,539,640

The foreign imports at New York for two months from January 1, were:

	1880.	1881.
Entered for consumption	\$40,680,829	\$33,174,618
Do. for warehousing	14,905,826	12,130,280
Free goods	23,628,271	19,623,225
Specie and bullion	1,847,612	5,314,499

Total entered at port	\$31,062,538	\$70,242,622
Withdrawn fr. warehouse	13,896,134	14,391,864

The foreign imports at New York for eight months of the fiscal year, were:

	1880.	1881.
6 months ending Jan. 1	\$266,228,601	\$280,770,515
January	40,897,154	36,085,359
February	40,165,384	34,157,263

Total.....\$347,291,139 \$351,013,137
The duties received at New York for eight months ending with February, were:

	1880.	1881.
6 months ending		
Jan. 1	\$59,271,080 94	\$69,593,542 80
January	11,960,677 78	10,572,559 15
February	12,251,602 24	11,217,766 87

Total	\$33,486,360 69	\$91,283,868 82
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The exports from New York to foreign ports for the month of February, were:

	1880.	1881.
Domestic produce	\$23,849,543	\$27,064,988
Foreign free goods	235,877	682,033
Do. dutiable	805,728	389,282
Specie and bullion	605,022	1,184,443

Total exports	\$24,496,170	\$29,320,746
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Do. exclusive of specie 23,891,148 28,136,303
The exports from New York to foreign ports for two months from January 1, were:

	1880.	1881.
Domestic produce	\$48,018,234	\$55,591,808
Foreign free goods	606,234	1,990,800
Do. dutiable	683,246	819,114
Specie and bullion	1,424,941	2,218,957

Total exports	\$50,732,655	\$60,620,179
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Do. exclusive of specie. 49,307,714 58,401,222
The exports (exclusive of specie) from New York to foreign ports for eight months ending with February, were:

	1880.	1881.
Six months ending		
Jan. 1	\$197,760,586	\$220,889,350
January	25,416,566	30,264,919
February	23,891,148	28,136,303

Total produce	\$247,068,300	\$279,240,572
Add specie	4,758,007	6,868,358

Total exports	\$251,826,307	\$286,108,930
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Philadelphia Stock Exchange.

Closing Prices for the week ending Mar. 15.

	W. 9.	Th. 10.	F. 11.	Sa. 12.	M. 14.	Tu. 15.
Allegheny Val. 73-10s	.....	.....	.....	.....	.....	.....
Is. Income	37	37	.....	.....	.....	.....
Jamden & Am. 6s, 1880	.....	.....	.....	.....	.....	.....
6s, 1880	.....	.....	.....	.....	.....	.....
Mort. 6s, 1880	116	.....	.....	.....	.....	.....
Camden and Atlantic	.....	.....	.....	.....	.....	.....
Preferred	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....	.....
3d mortgage	.....	.....	.....	.....	.....	.....
Jatawissa	.....	.....	.....	171	.....	.....
Preferred	62	62	62	62	.....	.....
Is. new	.....	.....	.....	.....	.....	.....
Del. & Bound Brook	.....	.....	.....	.....	.....	.....
7s	122	.....	.....	.....	.....	122
Elmira & Williamsport	.....	.....	.....	.....	.....	.....
Preferred	.....	.....	.....	.....	.....	.....
Hunt. & B. Top Mt.	.....	.....	.....	81	9	.....
Preferred	12	13	.....	.....	.....	13
3d mortgage	.....	.....	.....	.....	.....	.....
Lehigh Navigation	46	46	46	46	47	46
6s, 1884	108	.....	.....	108	.....	108
Gold Loan	112	.....	.....	112	.....	.....
Railroad Loan	.....	.....	.....	.....	.....	.....
Conv. Gold Loan	.....	.....	.....	.....	.....	.....
Consol. Mort. 7s	117	.....	.....	.....	.....	.....
Lehigh Valley	61	62	62	63	62	62
1st mort. 6s, coupon	.....	.....	.....	.....	.....	.....
1st mort. 6s, reg.	.....	.....	.....	.....	.....	.....
2d mort. 7s	.....	.....	.....	133	.....	134
Consol. mort. 6s	.....	.....	.....	.....	.....	.....
Consol. mort. 6s, reg.	.....	.....	.....	.....	.....	.....
Little Schuylkill	.....	.....	.....	.....	.....	.....
Minerhill & Sch. Haven	59	.....	.....	68	.....	.....
North Pennsylvania	.....	.....	.....	69	.....	.....
1st mortgage 6s	107	.....	.....	.....	.....	108
2d mortgage 7s	.....	.....	.....	.....	.....	.....
Gen'l mort. 7s, coup.	.....	.....	.....	.....	.....	.....
Gen'l Mort. 7s, reg.	.....	.....	.....	.....	.....	.....
Northern Central	49	49	48	49	.....	.....
6s	.....	.....	.....	96	98	99
Northern Pacific	50	48	49	49	49	49
Preferred	74	73	73	73	74	73
Pennsylvania R. R.	66	65	66	65	66	66
1st mortgage	.....	.....	.....	.....	.....	.....
Gen'l mortgage	.....	.....	.....	.....	.....	.....
Gen'l mort. reg.	.....	.....	.....	.....	.....	.....
Consol. mort. 6s	119	.....	.....	.....	.....	.....
Consol. mort. 6s, reg.	.....	.....	.....	.....	.....	.....
Penn. State 6s, 2d series	.....	.....	.....	.....	.....	.....
do. 3d series	.....	.....	.....	104	.....	.....
do. 5s, new	117	.....	.....	.....	.....	117
do. 4s	.....	.....	.....	.....	.....	.....
Phila. and Reading	32	31	32	33	33	32
1st Mortgage 6s	.....	.....	.....	.....	.....	.....
7s, of 1893	.....	.....	.....	.....	.....	.....
7s, new convertible	.....	.....	.....	.....	.....	.....
Consol. mortgage 7s	123	.....	.....	.....	.....	.....
Consol. mortgage reg.	.....	.....	.....	.....	.....	.....
Gen'l mortgage 6s	.....	.....	.....	94	.....	.....
Philadelphia and Erie	27	28	29	29	29	29
1st mortgage, 7s	.....	.....	.....	.....	.....	.....
2d mortgage, 7s	.....	.....	.....	117	.....	117
Pittsb., Cin. & St. L. 7s	.....	.....	.....	.....	121	.....
Pittsb., Titusv. & Rud.	20	19	19	19	20	20
7s	.....	.....	.....	.....	.....	.....
Schuylkill Navigation	94	.....	.....	91	.....	92
Preferred	12	12	12	11	.....	.....
6s, 1872	.....	.....	.....	.....	.....	.....
6s, 1882	.....	.....	.....	.....	81	83
United Co. of N. Jersey	184	.....	.....	183	.....	.....
Hestonville, (Horse)	.....	.....	.....	.....	.....	.....
Chestnut & Wal. (do)	.....	.....	.....	.....	.....	.....
Green and Conter (do)	.....	.....	.....	.....	.....	.....

Baltimore Stock Exchange.

Closing Prices for the week ending Mar. 15.

	W. 9.	Th. 10.	F. 11.	Sa. 12.	M. 14.	Tu. 15.
Baltimore and Ohio	193	.....	.....	.....	.....	195
6s, 1880	.....	.....	.....	.....	.....	.....
6s, 1885	.....	.....	.....	.....	.....	.....
Central Ohio (\$50)	.....	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	113	.....	.....
Marietta & Cincinnati	.....	.....	.....	.....	.....	.....
1st mortgage, 7s	.....	.....	.....	120	.....	120
2d mortgage, 7s	90	90	89	89	88	88
3d mortgage, 8s	45	45	.....	.....	.....	45
Northern Central (\$50)	.....	.....	.....	.....	.....	.....
2d mortgage, 6s 1885	.....	.....	.....	.....	.....	.....
3d mortgage, 6s, 1900	.....	.....	.....	.....	.....	.....
6s, 1900, Gold	.....	.....	.....	117	.....	117
6s, 1904, gold	.....	.....	.....	.....	.....	.....
Orange and Alex. 1st	.....	.....	.....	.....	.....	.....
2d mortgage, 6s	128	.....	.....	.....	.....	.....
3d mortgage, 8s	.....	.....	.....	.....	.....	.....
4th mortgage, 8s	59	59	.....	.....	.....	.....
O. Alex. & Manassas 7s	101	.....	.....	101	.....	.....
Pittsb. & Connellsv. 7s	.....	.....	.....	.....	.....	.....
Virginia 6s, Consol.	83	83	83	82	81	81
Consol. Coupons	94	94	95	95	94	94
10-40 bonds	52	52	52	52	50	51
Deferred Certificates	.....	.....	.....	.....	.....	151
Western Maryland	12	.....	.....	13	.....	13
1st M., end. by Balt.	.....	.....	.....	.....	.....	.....
2d M. do.	.....	.....	.....	.....	.....	.....
3d M. do.	.....	.....	.....	.....	.....	.....
1st M., unendorsed	.....	.....	.....	.....	.....	.....
2d M., end. Wash. Co.	.....	.....	.....	.....	.....	.....
1st Mort., preferred	.....	.....	.....	.....	.....	.....
City Passenger R. R.	38	38	.....	38	38	38

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Mar. 16.

	Th. 10.	F. 11.	Sat. 12.	M. 13.	Tu. 14.	W. 15.
Adams Express.....	130	130	131	131	131	131
Albany and Susq.....	122	122	122	122	122	122
1st mortgage.....	122	122	122	122	122	122
2d mortgage.....	122	122	122	122	122	122
American Express.....	72	71	71	72	72	72
Atlantic & Pacific Tel. 47	48	48	48	48	48	48
Burl. O. R. & Nor.....	77	75	75	75	75	75
1st mortgage 6s.....	100	100	100	100	100	100
Canada Southern.....	79	85	80	81	79	79
1st mortgage guar.....	100	100	100	99	99	99
Central of N. Jersey.....	104	104	104	104	104	104
1st mortgage 1890.....	110	110	110	110	110	110
7s, consolidated, aas.....	117	117	117	117	117	117
7s, convertible, aas.....	110	110	110	110	110	110
7s, income.....	102	102	102	102	102	102
Adjustment.....	110	110	110	110	110	110
Central Pacific.....	86	86	86	86	86	86
6s, gold.....	112	112	112	112	112	112
1st M. (San Joaquin).....	112	112	112	112	112	112
1st M. (Cal. and Or.).....	112	112	112	112	112	112
Land grant 6s.....	112	112	112	112	112	112
Chicago and Ohio.....	24	24	24	24	24	24
Chicago and Alton.....	142	139	141	140	140	140
Preferred.....	142	139	141	140	140	140
1st mortgage.....	142	139	141	140	140	140
Sinking Fund.....	142	139	141	140	140	140
Inte. Burl. & Quincy 164	164	164	164	164	164	164
7s, Consol. 1905.....	128	128	128	128	128	128
Ohio, Mil. and St. Paul 109	110	111	111	111	111	111
Preferred.....	120	121	121	121	121	121
1st mortgage, 8s.....	122	122	122	122	122	122
2d mortgage, 7 1/2-10s.....	122	122	122	122	122	122
7s, gold.....	122	122	122	122	122	122
1st M. (La Crosse div.).....	122	122	122	122	122	122
1st M. (I. and D. ext.).....	122	122	122	122	122	122
1st M. (H. & D. div.).....	122	122	122	122	122	122
1st M. (C. & M. div.).....	122	122	122	122	122	122
Consolidated S. F.....	122	122	122	122	122	122
Cut. & Northwestern 125	124	124	124	124	124	124
Preferred.....	134	134	134	134	134	134
1st mortgage.....	110	110	110	110	110	110
Sinking Fund 6s.....	109	109	109	109	109	109
Consolidated 7s.....	110	110	110	110	110	110
Consol. Gold bonds.....	124	124	124	124	124	124
Do. reg.....	124	124	124	124	124	124
Chic. Rock Isl. & Pac 134	134	135	135	135	134	134
6s, 1917, c.....	124	124	124	124	124	124
Clev., Col., C. and Ind. 86	87	87	87	86	86	86
1st mortgage.....	125	125	125	125	125	125
Clev. & Pittsburg guar. 131	130	131	131	131	131	131
7s, Consolidated.....	111	111	111	111	111	111
4th mortgage.....	111	111	111	111	111	111
Chic., Ohl., & Ind. Cent 24	23	25	26	25	24	24
1st mortgage.....	112	112	112	112	112	112
2d mortgage.....	112	112	112	112	112	112
Dal. & Hudson Canal 112	113	113	113	112	111	111
Reg. 7s, 1891.....	114	115	115	114	114	114
Reg. 7s, 1884.....	114	115	115	114	114	114
7s, 1894.....	114	115	115	114	114	114
Del., Lack. & Western 128	129	129	129	127	127	127
2d mortgage 7s.....	128	128	128	128	128	128
7s, Consol. 1907.....	128	128	128	128	128	128
Erie Railway.....	108	108	108	108	108	108
1st mortgage.....	108	108	108	108	108	108
2d mort. 6s, ext.....	108	108	108	108	108	108
3d mortgage.....	108	108	108	108	108	108
4th mort. 6s, ext.....	109	109	109	109	109	109
5th mortgage.....	109	109	109	109	109	109
7s, Consol. gold.....	127	127	127	127	127	127
Great Western 1st mort.....	110	110	110	110	110	110
2d mortgage.....	110	110	110	110	110	110
Humboldt & St. Joseph 55	57	56	56	55	55	55
Preferred.....	104	104	104	103	102	102
6s, Convertible.....	104	104	104	103	102	102
Houston & Tex. Cent. 68	69	69	69	67	67	67
1st Mortgage.....	110	110	110	110	110	110
Illinois Central.....	131	132	132	131	131	131
Lake Shore & Mich. So. 125	126	126	126	126	126	126
Consol. 7s.....	127	127	127	127	127	127
Consol. 7s, reg.....	127	127	127	127	127	127
2d Consolidated.....	124	124	124	124	124	124
Leh. & W. B. 7s, Con.....	124	124	124	124	124	124
Long Dock bonds.....	120	120	120	120	120	120
Louisville & Nashville.....	92	92	92	92	91	91
7s, Consolidated.....	121	121	121	121	121	121
Manhattan.....	88	88	88	88	88	88
Metropolitan Elevated.....	119	118	120	119	119	119
1st Mortgage.....	105	105	105	105	105	105
Michigan Central.....	112	111	111	111	111	111
7s, 1902.....	120	120	120	120	120	120
M. B. and N. I. 1st, S. F.....	111	111	111	111	111	111
Morris and Essex.....	121	122	122	121	121	121
1st mortgage.....	135	135	135	135	135	135
2d mortgage.....	135	135	135	135	135	135
7s of 1871.....	118	118	118	118	118	118
7s, Convertible.....	124	124	124	124	124	124
7s, Consolidated.....	124	124	124	124	124	124
N. Y. Cent. & Hud. Riv. 115	116	116	116	115	115	115
6s, Sinking fund, 1883 105	105	105	105	105	105	105
6s, Sinking fund, 1887.....	105	105	105	105	105	105
1st mortgage.....	132	132	132	132	132	132
1st mortgage, reg.....	132	132	132	132	132	132
N. Y. Elevated.....	126	126	126	126	126	126
1st mortgage.....	118	118	118	118	118	118
N. York and Harlem.....	118	118	118	118	118	118
Preferred.....	118	118	118	118	118	118
1st mortgage.....	132	132	132	132	132	132
1st mortgage, reg.....	132	132	132	132	132	132

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Mar. 16.

	Th. 10.	F. 11.	Sat. 12.	M. 13.	Tu. 14.	W. 15.
N. Y. Lake Erie & W. 47	48	47	48	47	47	47
Preferred.....	80	80	80	80	80	80
2d Consolidated.....	80	80	80	80	80	80
New 2d 5s fund.....	80	80	80	80	80	80
N. Y., N. Haven & Hart 10	179	179	179	177	177	177
North Missouri 1st M.....	48	48	48	48	48	48
Northern Pacific.....	48	48	48	48	48	48
Preferred.....	48	48	48	48	48	48
Ohio and Mississippi.....	42	42	42	42	42	42
Preferred.....	109	109	109	109	109	109
2d mortgage.....	109	109	109	109	109	109
Consolidated 7s.....	111	111	111	111	111	111
Consol. Sinking fund.....	111	111	111	111	111	111
Pacific Mail S. S. Co. 57	58	58	58	57	57	57
Pacific R. R. of Mo.....	108	107	107	107	107	107
1st mortgage.....	108	107	107	107	107	107
2d mortgage.....	108	107	107	107	107	107
Fahama.....	225	225	225	225	225	225
Philadelphia & Reading 74	65	66	66	64	64	64
Pitts., Ft. W. & Chi. 74	73	72	74	73	73	73
1st mortgage.....	109	109	109	109	109	109
2d mortgage.....	109	109	109	109	109	109
3d mortgage.....	109	109	109	109	109	109
Pullman Palace Car.....	149	149	149	149	149	149
Quicksilver Mining Co.....	15	15	15	15	15	15
Preferred.....	15	15	15	15	15	15
St. Louis & San Fran. 43	43	43	43	43	43	43
Preferred.....	65	64	64	64	65	64
1st Preferred.....	90	90	90	90	90	90
St. L., Alton and T. H. 43	42	42	42	40	40	40
Preferred.....	124	124	124	124	124	124
1st mortgage.....	124	124	124	124	124	124
2d mort. preferred.....	124	124	124	124	124	124
Income bonds.....	124	124	124	124	124	124
St. L., Iron Mt. & S. A. 61	63	63	63	63	64	64
1st mortgage.....	111	111	111	111	111	111
2d mortgage.....	111	111	111	111	111	111
Tol., P. & W. 1st E. D.....	111	111	111	111	111	111
1st mort. West. Div.....	120	121	121	122	118	118
Union Pacific.....	120	121	121	122	118	118
1st mortgage.....	113	113	113	113	113	113
Land Grant 7s.....	116	116	116	116	116	116
Sinking Fund 6s.....	150	150	150	150	150	150
United States Express.....	58	58	58	58	58	58
Wabash.....	111	111	111	111	111	111
1st mortgage.....	111	111	111	111	111	111
2d mortgage.....	111	111	111	111	111	111
7s, Consolidated.....	109	109	109	109	109	109
St. Louis Division.....	109	109	109	109	109	109
Wabash, St. L. & Pac. 45	45	45	45	45	45	45
Preferred.....	88	88	88	88	88	88
New Mort. 7s.....	118	118	118	118	118	118
Wells-Fargo Express.....	118	118	118	118	118	118
Western Pacific bonds.....	116	116	116	116	116	116
Western Union Tel.....	116	116	116	116	116	116
7s, S. F. conv., 1900.....	116	116	116	116	116	116

Boston Stock Exchange.

Closing Prices for the week ending Mar. 16.

	Th. 10.	F. 11.	Sat. 12.	M. 13.	Tu. 14.	W. 15.
Atch., Top. and S. F. 126	135	135	135	135	139	139
1st mortgage.....	135	135	135	135	139	139
2d mortgage.....	135	135	135	135	139	139
Land Grant 7s.....	120	120	120	120	120	120
Boston and Albany.....	168	169	169	168	168	168
7s, reg.....	104	104	104	104	104	102
Boston and Lowell.....	149	149	149	149	149	149
Boston and Maine.....	158	158	158	157	159	159
Boston and Providence.....	57	58	59	59	59	59
Boston, Hart. & Erie 7s.....	57	58	59	59	59	59
Burl. & Mo. R. L. G. 7s.....	57	58	59	59	59	59
Burl. & Mo. R. in Neb.....	57	58	59	59	59	59
6s, exempt.....	104	104	104	104	104	104
Chic.....	104	104	104	104	104	104
Chic., Burl. and Quincy.....	164	164	164	164	164	163
7s.....	104	104	104	104	104	104
Chic., Sand. & Clev. (\$50) 27	28	27	27	27	29	28
Concord (\$50).....	104	104	104	104	104	104
Connecticut River.....	38	38	38	38	38	38
Eastern.....	38	38	38	38	38	38
New 4s Bonds.....	105	104	102	102	102	105
Fitchburg.....	141	141	143	143	143	143
Kan. C., Top. & West.....	56	56	57	58	57	57
Michigan Central.....	56	56	57	58	57	57
N. Y. & New England.....	56	56	57	58	57	57
7s.....	118	118	118	118	118	118
Northern, N. H.....	118	118	118	118	118	118
Norwich & Worcester.....	118	118	118	118	118	118
Ogden & Lake Cham. 40	41	43	45	42	43	43
Preferred.....	41	43	45	42	43	43
Old Colony.....	125	125	129	129	129	129
Ph., Wil. & Balt. (\$50) 77	77	77	77	77	78	77
Portl'd, Baco. & Ports.....	77	77	77	77	77	77
Pueblo & Ark. Va.....	116	117	117	117	118	118
7s.....	116	117	117	117	118	118
Fullman Palace Car.....	140	139	139	140	139	139
Union Pacific.....	121	121	121	122	122	122
8s.....	112	112	112	112	112	112
Land Grant 7s.....	112	112	112	112	112	112
Sinking Fund 8s.....	112	112	112	112	112	112
Vermont and Canada.....	17	17	17	17	17	17
Vermont and Mass.....	17	17	17	17	17	17
Worcester and Nashua.....	17	17	17	17	17	17
Cambridge (Horse).....	60	60	60	60	60	60
Metropolitan (").....	60	60	60	60	60	60
Middlesex (").....	60	60	60	60	60	60
Cal. & Recla Mining Co. 238	238	235	243	246	247	247
Quincy.....	33	33	33	34	33	33

bonds, of which the whole amount authorized, \$1,400,000, has been issued.

Toledo, Delphos and Burlington Railroad Company—Stock, \$4,000,000, divided into 80,000 shares of \$50 each; first mortgage 6 per cent bonds dated January 1, 1880, and payable January 1, 1910, \$1,250,000; income bonds of same date and time, \$1,250,000; first mortgage 6 per cent bonds, Dayton Division, dated July 1, 1880, and payable April 1, 1910, \$1,000,000; income bonds, Dayton Division, of same date and time, \$1,000,000 first mortgage Toledo terminal trust bonds, series A, bearing 6 per cent interest and dated July 1, 1880, and payable July 1, 1910, \$250,000. The Toledo, Delphos and Burlington Railroad Company was formed May 23, 1879, by the consolidation of the Toledo, Delphos and Indianapolis, the Toledo and Maumee, the Delphos and Kokomo, incorporated under the laws of Ohio, and the Delphos, Blofton and Frankfort incorporated under the laws of Indiana. On June 18, 1880, the company was consolidated with the Dayton, Covington and Toledo Company, retaining the former name. The road which is narrow gauge extends from Toledo, Ohio, southwesterly to Kokomo, Ind.; the Dayton Division from Delphos to Dayton, Ohio, and the Shanaville Branch from Merer to Shanaville. The total length of the line is 281 miles.

The closing quotations on Thursday were: Adams Express, 130@132; American Express, 71@72; American District Telegraph, 63@64½; Atlantic and Pacific Telegraph, 46½@47; Chicago, Burlington and Quincy, 162¾@163; Canada Southern, 81½@81¾; Chicago and Northwestern, 123¼@123½; do. pref., 133¼@133½; Chicago and Alton, 148@149½; Chicago, Milwaukee and St. Paul, 112½@112¾; do. pref., 122½@123½; Chicago, Rock Island and Pacific, 133@135; Columbus, Chicago and Indiana Central, 25@25¼; Cleveland, Columbus, Cincinnati and Indianapolis, 85@86; Hannibal and St. Joseph, 55@55½; do. pref., 102½@103½; Illinois Central, 136@136½; Lake Erie and Western, 52@53½; Lake Shore and Michigan Southern, 126¾@126¾; Metropolitan Elevated, 119@119½; Manhattan Elevated, 89½@89¾; New York Elevated, 126½@127½; New York, Lake Erie and Western, 47¾@47¾; New York, Ontario and Western, 35¼@36; New York Central and Hudson River, 144½@145; Ohio and Mississippi 44½@44½; Panama, 212@228; Pacific Mail, 57¾@58; St. Louis, Iron Mountain and Southern, 65¼@65¾; St. Louis, Alton and Terre Haute, 42@43½; do. pref., 128¼@130; Texas and Pacific, 56¾@57; Union Pacific, 119@119¼; United States Express, 58@59; Wells Fargo Express, 118@118½; Western Union Telegraph, 114½@114¾; do. ex. div., 79½@79½; Wabash, St. Louis and Pacific, 46½@46¾; do. pref., 88¾@88¾.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York—Albany and Susq. 1st consol. 125¼; Am. Dock and Imp. Co. ass., 133; Boston, and New York Air Line, 48½; Boston, Hartford and Erie 1st, 58½; Cedar Falls and Minnesota, 23¾; Chicago, St. Louis and New Orleans, 74½; do. 2d inc., 100; Chesapeake and Ohio 1st pref., 86¾; do. 2d pref., 26½; do. eur. int., 52½;

do. 1st, Series B, 82½; Chicago, St. Paul, Minneapolis and Omaha, 43¾; do. pref., 101½; do. consol., 104; Cincinnati, Sandusky and Cleveland, 56; Col. Chl. and Ind. Cent. 1st Trust Co. certif. ass. sup., 110; do. Inc., 70; Chicago, Milwaukee and St. Paul 1st Southern Minn. div., 106¾; Cairo and Fulton 1st, 110½; Central Iowa 1st, 112; Central Pacific State Aid, 105; Denver and Rio Grande, 102¾; do. 1st, 116½; do. 1st consol., 112; Delaware and Hudson 1st, Penn. div., 124; Denver, South Park and Pacific 1st, 107; East Tenn., Va. and Ga. 1st, 115; Houston and Texas Central 2d, M. L., 127; Indianapolis, Decatur and Springfield 1st, 108½; La l., Bloom. and Western, 72¾; do. 1st, 90; do. 2d, 81; do. Inc., 78; International and Gt. Northern, 69; do. 1st, 109½; do. 2d Inc., 91½; Kansas Pacific 1st consol., 105¾; do. 6s, J. & D., 1898, 111½; do. 6s, Denver Div. ass., 108½; Keokuk and Des Moines, 16½; Long Island 1st, 114; Laf., Bloom. and Muncie Inc., 76; Louisville, New Albany and Chicago, 72¾; Lake Erie and Western, 54; do. inc., 74½; Louisiana and Missouri River, 80; Lehigh and Wilkesbarre inc., 98½; do. consol. ass., 109½; Louisville and Nashville Gen'l mort., 6s, 104; do. N. O. & M. div., 102; Manhattan Beach, 37; Missouri Pacific 1st consol., 107½; Mobile and Ohio, 23; do. 1st debent., 84; do. 2d debent., 50; do. new mort., 109; Missouri, Kansas and Texas, 45½; do. consol. ass., 106¾; do. 2d, 83½; Marietta and Cincinnati 1st pref., 12; do. 2d pref., 7¼; Metropolitan Elevated 2d, 97; Manhattan Beach Imp. Co. 7s, 93; Minneapolis and St. Louis 1st, Iowa ext., 110; Nashville, Chattanooga and St. Louis, 92; New York, Ontario and Western, 36; New Jersey Southern 6s, guar., 101; Northern Pacific bond certif., 102½; New York, Pennsylvania and Ohio Inc., 66; New Jersey Midland 1st, 117¾; Ohio Central, 81½; do. 1st, 104; do. Inc., 64¾; do. 1st Terminal Trust, 102; Oregon Railway and Nav., 174; do. 1st, 106¾; Ohio and Mississippi 1st, Springfield div., 116; Peoria, Decatur and Evansville, 39; Rome, Watertown and Ogdensburg 1st consol., 89; St. Paul and Sioux City 1st, 112; Southern Pacific of California 1st, 104½; St. Paul and Duluth pref., 71¾; St. Louis and San Francisco Equip., 101½; do. 2d, class A, 102; do. B, 87; do. C, 86; St. Louis and Iron Mt., 1st pref. inc., 91½; do. 2d pref. inc., 84½; South Pacific 1st, 105; St. Louis, Kansas City and Northern, St. Charles Bridge 1st, 104; do. Omaha div. 1st, 119½; Toledo, Peoria and Western 1st, 117½; Toledo, Delphos and Burlington, 27; do. 1st, 96; do. Inc., 46¼; do. 1st Dayton div., 96¾; Texas and Pacific, 56; do. income L. G., 84¾; do. 1st Rio Grande div. 97½; Toledo and Wabash Equip., 53½; Utah Southern Gen'l mort. 7s, 109; Wabash, St. Louis and Pacific Gen'l mort., 98¾; Alabama Class A, 72; Arkansas 6s, Fund Act, 29; do. 7s, issued to Central R. R., 11; Georgia 7s, new, 111; Louisiana 7s, consol., 61½; Missouri 6s, Funded, 117; Tennessee 6s, old, 62½; do. new, 62½; do. non series, 61½; Virginia 6s, def., 16; do. 6s, consol., ex-mat. coupon, 83; American Union Tel., 79; Am. Dist. Tel., 70; Colorado Coal and Iron, 52; Maryland Coal, 27¾; Pennsylvania Coal, 241½; Sutro Tunnel, 1¾; Canton Co., 62; Central Mining, 5½;

Deadwood, 10¼; Excelsior, 5½; Homestake, 38; Little Pittsburg, 3¼; Mariposa, 4¾; Ontario, 35¾; Stormont, 2½; Silver Cliff, 5½; Standard, 25¾.

Philadelphia—Allegheny Comp. 5s, 105; Allegheny Valley 7s, 121½; Belvidere Delaware 1st mort. 6s, 115¼; Central Transp., 48; Catawissa new pref., 51½; Delaware Division Canal, 48; Huntingdon and Broad Top Mt. consol. 7s, 83; do. 1st 7s, 120; Harrisburg and Lancaster 6s, 106; Junction R. R. 1st 6s, 105½; Nesquehoning Valley, 58; Pennsylvania Company 6s, 108½; Pennsylvania Canal 6s, 98½; Philadelphia and Reading R. R. scrip, 71; do. conv. 6s, 65; Philadelphia and Reading C. and I. debent. 7s, 58; Railway Car Trust of Pennsylvania 5s, 101½; Steubenville and Indiana 6s, J. and J., 106; St. Paul and Duluth, 35; do. pref., 72; Texas and Pacific consol. mort. 6s, 103; do. 1st mort. 6s, 105½; Union and Titusville 7s, 101; West Jersey and Atlantic 6s, 105; West End Pass. R. R., 10; Warren and Franklin 7s, 115. The latest quotations are: City 6s, 110@111; do. free of tax, 128@129; do. 4s, new, 106½@113; Pennsylvania State 6s, 2d series, 101@101½; do. 3d series, 104@105¼; do. 5s, new loan, 117@117½; do. 4s, new, 108@111; Philadelphia and Reading R. R., 82½@82¾; do. consol. mort. 7s, coup. 123@125; do. reg., 123@123½; do. mort. 6s, 117@—; do. 7s, 1898, 121¾@122¼; United New Jersey R. R. and Canal, 180@184; Buffalo, Pittsburg and Western, 20½@20¾; Pittsburg, Titusville and Buffalo 7s, 92@94¾; Camden and Aubrey mort. 6s, 1889, 115½@116½; Pennsylvania R. R., 66½@66¾; do. gen'l mort., coupon 124¼@125; do. reg., 126@127; do. consol. mort. 6s, reg., 119¼@119¾; Little Schuylkill R. R., 52¾@53; Morris Canal pref., 164@170; Schuylkill Nav., 6@—; do. pref., 11¼@12½; do. 6s, 1882, 82¾@83¼; do. 1872, 102¾@103¼; Elmira and Williamsport pref., 54@—; do. 6s, 112@115; do. 5s, 98@100; Lehigh Coal and Navigation, 46½@46½; do. 6s, 1884, 106½@106¾; do. R. R. loan, 115@115½; do. Gold Loan, 111¾@112¼; do. consol. 7s, 117½@117½; Northern Pacific, 49½@49½; do. pref., 73½@73¾; North Pennsylvania, 59¼@60; do. 6s, 107¾@107¾; do. 7s, 120½@121; do. Gen'l mort. 7s, reg., 120@122; Philadelphia and Erie, 29½@—; do. 6s, 102¾@102¾; do. 7s, 116½@117½; Minehill, 58¾@59; Catawissa, 17@17¼; do. pref., 52@52¼; do. new pref., 50¾@51¼; do. 7s, 1900, 120@—; Lehigh Valley 61¾@62; do. 6s, coupon, 121@122; do. reg., 122¼@122½; do. 2d mort. 7s, 134½@135; do. consol. mort., 117@118¼; Fifth and Sixth streets (horse), 125@—; Second and Third, 110@118; Thirteenth and Fifteenth, 73@75; Spruce and Pine, 55@56; Green and Coates, 85@96; Chestnut and Walnut, 100@—; Hestonville, 19¾@20¼; Germantown, 70@75; Union, 119@122½; Lombard and South, 24¾@25; West Philadelphia, 89@90; People's, 18¼@18½; Continental, 106@108.

Boston—Atlantic and Pacific blocks, 117; Atchison, Colorado and Pacific 6s, 1905, 101; Atchison, Topeka and Santa Fe 8s, inc. 106; do. 4½s, 93¾; Atchison and Nebraska 7s, 1908, 117¾; Boston and Albany 6s, 1895, 118; do. 7s, 1892, 126¾; Boston Land, 11½; Boston Water Power, 11½; Brookline Land, 6½; Bos-

ton, Clinton, Fitchburg and New Bedford, 46; Burlington and Missouri River 6s, non ex-empt, 105½; Boston, Revere Beach and Lynn, 118½; do. 6s, 1897, 114¼; Boston and Lowell 5s, 1899, 105; Chicago and West Michigan, 77; Ches-hire, 65; Connecticut and Passumpsic Rivers R. R., 85; do. 7s, 116; Connotton Valley, 27; do. 7s, 1909, 91¼; Central of Iowa, 7s, 98¼; Chicago and Southwestern 7s, 1899, guar., 120; Chicago, Burlington and Quincy 4s, 1919, 91¼; Chicago, Clinton, Dubuque and Minnesota 7s, 1884, 103¼; do. 1910, 108½; Chicago, Milwaukee and St. Paul 6s, Wisconsin Valley div., 105; Detroit, Lansing and Northern 7s, 118; Eastern (N. H.) R. R., 91; Flint and Pere Marquette, 80; do. pref., 89¼; Fort Scott Branch 7s, 109½; Framingham and Lowell 5s, 94¼; Iowa Falls and Sioux City, 65; Kalamazoo and South Haven 8s, 1889, guar., 115¼; Kansas City, St. Joseph and Council Bluffs 7s, 118½; Kansas City, Fort Scott and Gulf, 83; do. 7s, 110½; Louisiana and Missouri River, 30; do. pref., 60¼; Little Rock and Ft. Smith, 65¼; Middlesex Horse R. R. 8s, 1885, 115¼; Massachusetts Central 6s, 98¼; Mexican Central Block, new, 103¼; do. old, 117; Milwaukee, Lake Shore and St. Paul, 44; New Mexico and Southern Pacific 7s, 117; New York and New England 6s, 106¼; Nashua and Lowell 6s, 1893, gold, 110; Ogdensburg and Lake Champlain 6s, consol., 97; do. Inc., 60; do. 1st 6s, 1897, 105½; Philadelphia, Wilmington and Baltimore 6s, 1900, 113½; Republican Valley 6s, E. D., 104¼; do. W. D., 105; Rutland, 5½; do. pref., 80; do. 5s, 1898, 74¾; do. scrip, 1875, 70; Portsmouth, Gt. Falls, and Conway, 4½s, 85¼; Pullman Palace Car 8s, 1892, 4th Series, 118; Summit Branch, 29; Toledo, Delphos and Burlington, 13½; do. income, 6s, 46; Wisconsin Central, 26; Massachusetts 5s, 1894, gold, 118; Boston 5s, 1906, gold, 117½; Chicago 7s, 1890, 117¼; Cleveland 6s, 1897, 115; Atlantic Mining, 14½; Allouez, 3¼; Aztec, 1¼; Blue Hill, 4½; Brunswick Anthimony, 21; Breece, 1½; Catalpa, 2¼; Contentment, 2¾; Copper Falls, 12¾; Crescent, 1½; Douglas, 3½; Duncan, 4; Franklin, 14; Haron, 4½; Harshaw, 13; Madison, 1; National, 1¾; Osceola, 37; Pewabic, 18; Silver Islet, 29½; Sullivan, 7.

Baltimore.—Atlanta and Charlotte, 54; do. inc., 79; do. 1st, 704; Atlantic Coal, 1.10; Baltimore City 5s, 1916, 122; do. 5s, 1900, 120; do. 5s, 1894, 118; do. 6s, 1886, 112¼; Baltimore and Ohio 2d pref., 120; Consolidation Coal, 40¼; Indianapolis Belt R. R. 7s, 107; Maryland Defense 6s, 107½; Norfolk City 6s, 106; North Carolina 4s, 85½; South Side (Va.) 2d, 101½; do. 3d, 101; Virginia and Tennessee 2d 6s, 103¼; Virginia 10-40 coupons, 94½; Virginia Peckers, 32½. The latest quotations are: Atlanta and Charlotte 1st, 103¾@105; Baltimore and Ohio, 201@201½; do. 6s, 1885, —@110½; Baltimore City 6s, 1890, 118@119½; 5s, 1894, —@118½; do. 5s, 1916, 122@—; Consolidation Coal, —@39½; Central Ohio 1st, 113½@114; Marietta and Cincinnati 1st, 120@—; do. 2d 88¼@88¾; do. 3d, 44¼@44½; do. 1st, Sterling, —@118; Northern Central, 48@—; do. 5s, 1926, 98½@99; Orange, Alex. and Manassas 7s, 100@—; Pittsburg and Connellsville 7s, 122½@—; Richmond and Danville, 90¼@90¾; do. bonds, 1890,

104¾@104½; South Side 2d, 101½@102¼; Virginia and Tennessee 2d 6s, 103@103¼; Virginia Consols, 81½@82; do. consol. coupons, 94@—; Virginia 10-40 bonds, 50½@50¾; do. 10-40 coupons, 94¼@95.

Heaters for Railroad Use.

An important item of expense and one which gives much trouble and care to railroad purchasing agents, and those having in charge the comfort and safety of passengers, employes and freight, is found in providing means for heating cars, stations, workshops, etc., and as is well known, the subject during the past few months has entailed more trouble even than usual on account of the severity of the weather. To meet this difficulty many devices have been brought out of more or less value, especially for heating cars, and while some of them are likely to be permanently adopted, the great majority of roads will still continue to hold to stoves or well tried heaters as being to them the most available. Inasmuch as these are likely to be the most common means of car heating, for the present at least, railroad men are desirous of obtaining for that and general railroad use such heaters as can be mounted in the safest manner while possessing the most powerful heating qualities. To meet this want and the general heating requirements of railroads, The Barstow Stove Co., of Providence, R. I., are manufacturing stoves, heaters and furnaces for cars and railroad buildings that have peculiarly desirable features which railroad men well appreciate upon examination. They are made of the best stock, and as of light and compact form as is consistent with safety, and are economical and durable, and most powerful heaters. The "Regalia" stove manufactured by this company, is one of the most attractive and convenient heaters, for general office or home use, that has ever been offered to the public. It is a marvel of beauty and cheerfulness which qualities with those of economy and convenience have given it great popularity even in the early part of its introduction, for it is one of the latest productions of this extensive manufactory. The New York office and warehouses of the Barstow Stove Company are on the corner of Beekman and Water Streets, under the management of Charles B. Hotchkiss, agent.

The Montreal Telegraph Company.

By the receipt of some telegraph statistics from Canada our attention has been called to the rapid progress which the Dominion has made within the past thirty years. The statistics refer to the annual statement of the Montreal Telegraph Company and its list of offices. That Company was organized in 1847 with a capital of £15,000. It had 500 miles of poles and wires and nine offices. It has now a capital of £500,000, 12,700 miles of poles, 21,500 miles of wire and 1,674 offices. The number of telegrams sent over the line in 1880 was over 2,000,000, and its earnings for the year £187,700. Within the same period Montreal has increased from 50,000 to 150,000, and now that the contract for the railway to British Columbia (over 2,600 miles) has been sanctioned by Parliament a still more rapid increase appears to be generally anticipated throughout the Dominion.—[Liverpool (Eng.) Post.

The two companies chartered under the laws of Ohio and Indiana respectively as the Ohio and Indiana State Line and the Indiana and Ohio State Line, to construct a railroad between Indianapolis and Springfield, have consolidated with the Indiana, Bloomington and Western Railroad Company. The two lines first mentioned are now being constructed, and when completed will con-

nect the Indiana, Bloomington and Western with the Cincinnati, Sandusky and Cleveland Railroad. The Indiana, Bloomington and Western Company will then control a line of about 550 miles nearly direct East and West, from Sandusky and Columbus, Ohio, to Peoria, Ill.

Toronto and Ottawa Railway.

Mr. J. C. Bailey, who has been out with a surveying party locating the line of the Toronto and Ottawa Railway, writes from Marmora, under date March 7th, as follows:

We have now 50 miles actually staked out ready to begin work at a moment's notice, but in addition to this we have the line roughly located between Peterboro' and Bethany, going west a distance of sixteen miles, and between Madoc and Arden, going east a distance of twenty-eight miles; in all forty-four miles more ready to be finally located. All the party are now stationed at the village of Madoc, prosecuting the work as vigorously as possible. Our next stopping place will be Bridgewater.

The Ripley and Russellville Railway Company has been incorporated in Ohio with a capital of \$80,000.

A charter was granted by the State Department at Harrisburg, Penn., on the 15th inst., to the Reading and Chesapeake Coal and Railway Company, with a capital of \$2,500,000. The road is to run from Reading to the Maryland line, and thence connect with a line to the Chesapeake Bay. It is also to connect with a road from New Holland to Lancaster. The length will be about sixty miles.

Articles of agreement were filed at the State Department at Harrisburg, Penn., on the 15th inst. for the consolidation of the Emlenton, Shippenville and Clarion, Foxburg, St. Petersburg and Clarion, and Foxburg, McKean and Bradford Railroads into one road, to be called the Petersburg, Bradford and Pittsburg Railroad, the length of which will be about fifty-five miles.

The map of the Yates Avenue and Flatbush Railroad Company was filed in the Register's Office, Brooklyn, on the 12th inst. The route begins at Broadway and Yates-ave., running to Fulton-st., thence up Fulton-st., one block to Troy-ave., thence through Troy-ave. to East New York-ave., Flatbush. Edwin Beers is president of the company.

The Louisville and Nashville Railroad company are now redeeming the scrip issued by the old St. Louis and Southeastern Railroad company during the month that road was in the hands of a receiver.

When the Hempfield Railroad is extended it will cross the Monongahela River at Bellevue on a bridge 100 feet high the approaches to which are already graded.

The annual election of the Chicago, Burlington and Quincy Railroad Company will be held in Chicago March 30.

The proposition of an American company to lay a railway through Newfoundland has been accepted by the local Legislative Government.

Regular passenger trains will commence running on the Somerset and Cambria (Penn.) Railroad on the 25th inst.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq. 100	\$3,500,000	J. & J.	Jan. '81 34	Little Schuylkill* 54	\$2,444,100	J. & J.	Jan. '81 34	Ware River* 100	\$750,000	J. & J.	July '80 34
Ashuelot* 100	210,000	quarterly	Oct. '79 14	Louisville & Nashville. 100	18,130,000	F. & A.	Feb. '81 3	Warren (N. J.) 100	1,800,000	A. & O.	Apr. '80 3
Atch. Pop. & Santa Fe. 100	10,400,000	quarterly	Feb. '81 2	Louisv. N. Alb. & Ont. 100	3,000,000	J. & D.	Dec. '70 3	Warwick Valley 100	225,000	J. & J.	July '80 3
Atlantic and West Point. 100	1,232,200	J. & J.	July '80 4	Lowell and Andover. 100	200,000	J. & J.	July '80 34	Westchester & Phil. pref. 100	821,300	J. & J.	July '80 2
Atlantic and St. Law. 100	5,000,000	M. & S.	Sept. '80 3	Lowell and Lawrence. 100	200,000	A. & O.	Apr. '78 2	West Jersey. 100	1,559,750	F. & A.	Nov. '79 2
Augusta and Savannah. 100	1,922,900	J. & O.	June '80 34	Lykens Valley. 100	600,000	F. M. A. N.	Feb. '79 24	Wilmington & Weldon. 100	1,455,200	J. & D.	Nov. '79 3
Avon, Genesee & Mt. M. 100	225,000	A. & O.	Jan. '78 3	Manchester and Law. 100	1,000,000	M. & N.	Nov. '80 5	Winchester & Potomac* 100	180,000	J. & J.	Jan. '81 3
Baltimore and Ohio. 100	14,218,800	M. & N.	Nov. '80 5	Marietta & Cincinnati. 50	1,408,912	—	—	Winchester & Strasburg* 100	500,000	J. & J.	Jan. '81 3
Washington Br. 100	4,549,578	J. & J.	Jan. '81 3	Massachusetts 1st pref. 50	8,130,719	M. & S.	Sept. '80 34	Worcester and Nashua. 75	1,789,800	J. & J.	Jan. '81 2
Berkshire* 100	1,650,000	A. & O.	Oct. '80 5	Massachusetts 2d pref. 50	4,480,368	M. & S.	Sept. '80 34	HORSE-POWER R. R.			
Boston and Albany. 100	600,000	quarterly	Apr. '80 14	Memphis & Charleston* 25	5,812,728	J. & D.	Jan. '81 24	Albany City. 100	110,300	—	—
Bos. Clin. F. & N. Bel. 100	20,000,000	—	Mar. '81 2	Metropolitan Elevated. 100	4,000,000	quarterly	Apr. '81 24	Baltimore City. 25	1,000,000	J. & J.	Jan. '81 5
Bos. Clin. F. & N. Bel. 100	1,297,000	—	—	Michigan Central. 100	18,738,204	F. & A.	Feb. '81 4	Balt. Cat. & El. Mills. 100	—	J. & J.	Jan. '80 3
Agricultural Br. guar. 100	1,750,100	J. & D.	Oct. '80 24	Middlesex Central. 100	2,138,486	F. & A.	Feb. '81 3	Boston & Chelsea pref. 50	121,000	A. & O.	Oct. '80 1
Bost. Cone. & Mont. pref. 100	60,000	M. & N.	Nov. '80 3	Mill Creek & Minehill* 50	323,375	J. & J.	Jan. '81 5	Broadway (Brooklyn). 100	200,000	J. A. J. O.	Apr. '78 4
Boston and Lowell. 500	3,250,000	J. & J.	Jan. '81 2	M. Hill & Schuyl. Hav.* 50	3,855,450	J. & J.	Jan. '81 34	Broadw. & 7th Av. (N.Y.) 100	2,100,000	J. A. J. O.	Apr. '79 24
Boston and Maine. 100	4,921,274	M. & N.	Nov. '80 4	Missouri Pacific. 100	2,416,000	quarterly	Apr. '81 1	Brooklyn & Hunter's Pt. 100	400,000	A. & O.	Apr. '79 3
Boston and Providence. 100	4,000,000	M. & N.	Nov. '80 4	Mobile & Montgomery. 100	2,794,800	F. & A.	Feb. '80 24	Brooklyn City. 100	2,000,000	F. M. A. N.	Aug. '79 3
Attleborough Branch. 100	131,700	J. & J.	Jan. '81 34	Morris and Essex* 50	15,000,000	J. & J.	Jan. '81 34	Bushwick (Brooklyn). 100	309,000	J. & J.	July '71 34
Bost. Revere B. & Lynn. 100	350,000	J. & J.	Jan. '81 3	Mt. Carbon & Pt. Carbon. 50	282,350	J. & J.	Jan. '81 6	Cambridge. 100	905,900	J. A. J. O.	Oct. '70 44
Buffalo, N. Y. and Erie* 100	960,000	J. & D.	Feb. '80 2	Nashua and Lowell. 100	800,000	M. & N.	Nov. '80 34	Con. Park N. & E. Riv. 100	1,068,400	J. & J.	Jan. '79 3
Burl. & Mo. Riv. in Neb. 50	8,537,800	quarterly	Feb. '80 2	Nashua and Rochester. 100	1,305,800	A. & O.	Oct. '80 14	Citizens' (Phila.). 50	600,000	J. & J.	Jan. '79 10
Camden and Atlantic. 50	377,400	quarterly	Apr. '80 34	Nashville and Decatur. 100	1,629,000	J. & D.	Dec. '79 3	Citizens' (Phg.). 50	200,000	M. & N.	Nov. '77 10
Camden and Atlantic. 50	381,928	quarterly	Apr. '80 34	Nash, Chat. & St. Louis. 25	6,575,256	A. & O.	Apr. '80 14	Coney Island & Brookl. 100	600,000	A. & O.	Oct. '80 5
Camden & Burl. Co. 100	447,000	J. & J.	Jan. '81 3	Nesquehoning Valley* 50	2,000,000	M. & S.	Mar. '81 34	Continental (Phila.). 50	180,000	J. & J.	Jan. '81 6
Cape May and Millville. 50	1,169,600	J. & D.	June '80 34	N. Castle & Beaver Val. 50	1,500,000	quarterly	July '80 24	D. Dock E. B'dw. & Bat. 100	1,200,000	F. M. A. N.	May '79 2
Catawissa* 50	2,200,000	Oct. ber.	Nov. '80 34	N. Haven & Northamp. 100	600,000	quarterly	Oct. '80 14	Eighth Avenue (N.Y.). 100	1,000,000	J. & J.	Jan. '79 6
Chesapeake and Potomac 50	1,000,000	M. & N.	Nov. '80 34	New London Northern* 100	1,418,800	quarterly	Oct. '80 14	Elizabeth and Newark. 100	200,000	—	—
Chesapeake and Potomac 50	589,116	M. & N.	Nov. '80 34	N. Y. Cen. & Hudson R. 100	98,428,330	quarterly	Apr. '81 2	42nd St. & G. St. Ferry. 100	748,000	M. & N.	May '79 6
Cedar Rapids & Mo. R. 100	6,560,400	F. M. A. N.	Feb. '81 1	New York and Harlem. 100	3,600,000	J. & J.	Jan. '81 4	Frank. & Southw. (Ph.) 50	600,000	A. & O.	Apr. '80 4
Central of Georgia. 100	7,600,000	F. & A.	Feb. '81 24	New York and Harlem. 100	1,500,000	J. & J.	Jan. '81 4	Germantown (Ph.). 50	1,000,000	J. & J.	July '80 5
Central of New Jersey. 100	18,563,200	J. & D.	Apr. '73 24	City Line. 100	2,000,000	annually	Apr. '81 2	Girard College (Ph.). 50	500,000	J. & J.	July '71 3
Central Ohio. 50	2,425,000	J. & J.	Jan. '81 34	New York & Long Br.* 100	2,000,000	quarterly	Oct. '79 2	Grand St. and Newton. 100	170,000	J. & J.	July '71 2
Central Ohio. 50	400,000	J. & J.	Jan. '81 3	New York Elevated. 100	6,500,000	quarterly	Apr. '81 2	Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Central Pacific. 100	54,275,500	F. & A.	Feb. '81 3	N. Y. Lake Erie & West. 100	77,107,700	—	—	Heston, Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '75 14
Chemung* 100	880,000	quarterly	July '80 14	N. Y. Lake Erie & West. 100	8,146,700	—	—	Highland. 100	600,000	J. & J.	Jan. '80 4
Chesapeake preferred. 100	2,156,300	J. & J.	July '80 14	N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	Jan. '81 5	Lomb. & South Sta. (Ph.) 25	105,000	A. & O.	Oct. '79 24
Chicago and Alton. 100	10,065,400	M. & S.	Mar. '81 4	N. Y., N. H. & Hartf. 100	3,000,000	quarterly	Feb. '81 2	Lynn and Boston. 100	200,000	annually	Nov. '80 6
Chicago and Alton. 100	2,425,400	M. & S.	Mar. '81 4	N. Y., N. H. & Hartf. 100	3,000,000	quarterly	Feb. '81 2	Malden and Melrose. 100	200,000	—	—
Chicago, Burl. & Quincy. 100	81,004,468	M. & S.	Mar. '81 2	N. Y., N. H. & Hartf. 100	3,000,000	quarterly	Feb. '81 2	Metropolitan (Boston). 100	1,500,000	J. & J.	Jan. '81 4
Chi. Clin. Dub. & Minn. 100	6,158,000	A. & O.	Apr. '79 34	N. Y., N. H. & Hartf. 100	3,000,000	quarterly	Feb. '81 2	Middlesex (Boston). 100	550,000	M. & N.	Nov. '80 34
Chicago, Iowa & Nebraska 100	3,916,200	A. & O.	Jan. '81 4	N. Y., N. H. & Hartf. 100	3,000,000	quarterly	Feb. '81 2	N. Y., Bay Ridge & Jam. 100	102,440	—	—
Chi. Mil. and St. Paul. 100	16,404,261	A. & O.	Apr. '81 3	N. Y., N. H. & Hartf. 100	3,000,000	quarterly	Feb. '81 2	Ninth Avenue (N. Y.). 100	797,320	—	—
Chicago & N. Western. 100	12,274,483	A. & O.	Apr. '81 34	N. Y., N. H. & Hartf. 100	3,000,000	quarterly	Feb. '81 2	Orange and Newark. 100	282,555	—	—
Chicago & N. Western. 100	14,988,257	J. & D.	Dec. '80 3	N. Y., N. H. & Hartf. 100	3,000,000	quarterly	Feb. '81 2	People's (Phila.). 25	206,054	—	—
Chicago, R. I. & Pacific. 100	0,000,000	quarterly	Mar. '81 14	N. Y., N. H. & Hartf. 100	3,000,000	quarterly	Feb. '81 2	Philadelphia City. 50	475,000	J. & J.	Jan. '81 5
Chicago & West Mich. 100	6,181,000	F. & A.	Feb. '81 24	N. Y., N. H. & Hartf. 100	3,000,000	quarterly	Feb. '81 2	Philadelphia and Darby. 100	200,000	J. & J.	July '77 2
Cin. Ham. & Dayton. 100	3,000,000	M. & N.	Nov. '80 3	N. Y., N. H. & Hartf. 100	3,000,000	quarterly	Feb. '81 2	Phila. and Grey's Ferry. 50	284,775	J. & J.	Jan. '78 2
Cin. Sand. & Cleve. pref. 50	429,037	A. & O.	Nov. '80 3	N. Y., N. H. & Hartf. 100	3,000,000	quarterly	Feb. '81 2	Pbg. Alleg. & Manchester. 50	200,000	quarterly	Apr. '78 2
Clev. Ool. Clin. & Ind. 100	14,991,800	F. & A.	Feb. '81 5	N. Y., N. H. & Hartf. 100	3,000,000	quarterly	Feb. '81 2	Ridge Avenue (Ph.). 50	750,000	A. & O.	Apr. '80 14
Cleveland & Mahoning. 50	567,569	M. & N.	Nov. '79 4	N. Y., N. H. & Hartf. 100	3,000,000	quarterly	Feb. '81 2	Second Avenue (N.Y.). 100	1,199,500	J. A. J. O.	Apr. '78 2
Cleveland & Pittsburgh. 50	11,238,150	M. & N.	Mar. '81 2	N. Y., N. H. & Hartf. 100	3,000,000	quarterly	Feb. '81 2	Second & Third St. (Ph.) 100	992,100	quarterly	Jan. '79 3
Columbus and Xenia. 50	1,788,200	M. J. B. D.	Mar. '81 2	N. Y., N. H. & Hartf. 100	3,000,000	quarterly	Feb. '81 2	17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Colum. & Hocking Val. 100	2,500,000	F. & A.	Feb. '81 4	N. Y., N. H. & Hartf. 100	3,000,000	quarterly	Feb. '81 2	Sixth Avenue (N. Y.). 100	750,000	M. & N.	Nov. '77 5
Concord. 50	1,600,000	M. & N.	Nov. '80 3	N. Y., N. H. & Hartf. 100	3,000,000	quarterly	Feb. '81 2	Jomerville (Boston). 100	113,000	M. & N.	Nov. '80 3
Concord and Ports. 50	850,000	J. & D.	Oct. '80 34	N. Y., N. H. & Hartf. 100	3,000,000	quarterly	Feb. '81 2	South Boston. 50	0,000,000	J. & J.	Jan. '81 4
Conn. & Passump. Riv. 100	2,175,700	F. & A.	Feb. '81 2	N. Y., N. H. & Hartf. 100	3,000,000	quarterly	Feb. '81 2	Third Avenue (N. Y.). 100	2,000,000	F. M. A. N.	Nov. '80 4
Connecticut River. 100	2,100,000	J. & J.	Jan. '81 4	N. Y., N. H. & Hartf. 100	3,000,000	quarterly	Feb. '81 2	13th & 15th street (Ph.) 50	1,000,000	J. & J.	Jan. '81 4
Cumberland and Veb. 50	2,292,950	J. A. J. O.	Jan. '81 24	N. Y., N. H. & Hartf. 100	3,000,000	quarterly	Feb. '81 2	23d street (N. Y.). 100	600,000	J. & J.	Jan. '79 4
Cumberland and Veb. 50	241,000	A. & O.	Oct. '80 4	N. Y., N. H. & Hartf. 100	3,000,000	quarterly	Feb. '81 2	Union (Boston). 100	374,300	J. & J.	Jan. '80 5
Cumberland and Veb. 50	243,000	A. & O.	Oct. '80 4	N. Y., N. H. & Hartf. 100	3,000,000	quarterly	Feb. '81 2	Union (Phila.). 50	400,000	J. & J.	July '80 7
Danbury and Berwals. 50	600,000	quarterly	Mar. '81 14	N. Y., N. H. & Hartf. 100	3,000,000	quarterly	Feb. '81 2	West Philadelphia. 50	400,000	J. & J.	July '77 10
Dayton & Michigan. 50	2,401,528	A. & O.	Oct. '80 14	N. Y., N. H. & Hartf. 100	3,000,000	quarterly	Feb. '81 2	CANALS.			
Delaware* 2	1,211,250	quarterly	Jan. '81 2	N. Y., N. H. & Hartf. 100	3,000,000	quarterly	Feb. '81 2	Chesapeake & Delaware 50	1,983,563	J. & D.	June '75 2
Del. & Bound Brook* 100	1,230,950	J. & J.	Jan. '81 3	N. Y., N. H. & Hartf. 100	3,000,000	quarterly	Feb. '81 2	Delaware Division. 50	1,633,350	Feb. '81 1	Feb. '81 1
Del. Lackaw. & West. 100	1,584,400	quarterly	Jan. '81 14	N. Y., N. H. & Hartf. 100	3,000,000	quarterly	Feb. '81 2	Delaware and Hudson. 100	20,000,000	F. & A.	Aug. '78 4
Detroit, Lans. & Nor. 100	26,200,000	F. & A.	Aug. '80 24	N. Y., N. H. & Hartf. 100	3,000,000	quarterly	Feb. '81 2	Delaware and Raritan. 100	5,847,400	quarterly	Jan. '81 2
Detroit, Lans. & Nor. 100	1,874,000	F. & A.	Aug. '80 24	N. Y., N. H. & Hartf. 100	3,000,000	quarterly	Feb. '81 2	Lehigh Coal & Navigat. 50	10,848,550	J. S. D. M.	Sept. '76 14
Dubuque & Sioux City* 100	2,603,304	F. & A.	Feb. '81 34	N. Y., N. H. & Hartf. 100	3,000,000	quarterly	Feb. '81 2	Monongahela Navigat. 50	1,003,500	J. & J.	July '79 2
Dubuque & Sioux City* 100	6,000,000	A. & O.	Apr. '81 24	N. Y., N. H. & Hartf. 100	3,000,000	quarterly	Feb. '81 2	Morris (consolidated). 100	1,025,000	F. & A.	Feb. '78 2
East Pennsylv. 100	1,309,200	J. & J.	Jan. '81 3	N. Y., N. H. & Hartf. 100	3,000,000	quarterly	Feb. '81 2	" (preferred). 100	1,175,000	F. & A.	Feb. '78 5
East Mahanoy. 50	392,950	J. & J.	Jan. '81 3	N. Y., N. H. & Hartf. 100	3,000,000	quarterly	Feb. '81 2	Pennsylvania. 50	4,337,500	—	—
East Tenn. Va. & Ga. 100	1,985,274	J. & J.	Oct. '80 3	N. Y., N. H. & Hartf. 100	3,000,000	quarterly	Feb. '81 2	Schuyl. Nav. (common)* 50	1,908,207	annually	A. '79 700.5
Eastern (Mass.). 100	4,997,600	J. & J.	July '78 3	N. Y., N. H. & Hartf. 100	3,000,000	quarterly	Feb. '81 2	" (pref.). 50	2,888,977	annually	A. '9 1400.5
Eastern (N. H.). 100	492,500	J. & D.	Dec. '80 24	N. Y., N. H. & Hartf. 100	3,000,000	quarterly	Feb. '81 2	MISCELLANEOUS.			
Eel River. 100	3,000,000	—	—	N. Y., N. H. & Hartf. 100	3,000,000	quarterly	Feb. '81 2	Adams Express. 100	12,000,000	quarterly	Feb. '81 2

100

Burl., C. Rapids & Nor.:	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1880.....	184,316	165,170	188,325	141,653	149,504	153,375	143,432	160,160	179,804	204,991	189,330	193,068	2,053,131
1881.....	167,750												
Central Pacific:													
1879.....	1,059,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,086	1,458,833	1,556,457	1,649,430	1,809,022	1,488,142	1,335,870	17,153,163
1880.....	1,200,614	1,070,487	1,373,439	1,356,716	1,778,488	1,724,950	1,840,067	1,973,438	1,964,997	2,120,229	2,154,000	1,853,000	20,410,424
1881.....	1,602,907	1,400,000											
Chicago and Alton:													
1879.....	343,737	307,581	327,370	335,394	421,937	447,794	536,843	583,632	628,811	668,163	601,101	553,014	5,755,677
1880.....	534,054	497,013	626,473	542,961	616,129	617,524	708,906	761,120	767,349	785,199	696,776	543,793	7,687,226
1881.....	487,890	461,641											
Chicago and Northwestern:													
1879.....	1,008,321	888,623	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,326,957	1,716,409	1,895,073	1,558,476	1,325,895	16,098,379
1880.....	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,663,000	1,716,581	1,771,314	1,957,951	2,031,000	1,820,600	1,490,329	19,423,684
1881.....	1,222,250	957,300											
Chicago, Burl. & Quincy:													
1879.....	1,105,098	993,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880.....	1,200,239	1,180,855	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	1,510,846		
Chicago, Mil. & St. Paul:													
1880.....	764,998	738,749	901,000	871,000	1,135,000	1,038,000	1,026,000	991,000	1,257,000	1,494,000	1,472,000	1,426,000	13,114,810
1881.....	991,000	683,000											
Chicago, St. Paul, Minn. & Omaha:													
1880.....	105,405												
1881.....	128,555												
Cin., Ind., La., and Chicago:													
1880.....	155,697	172,541											
1881.....	171,466	160,981											
Clev., Col., Cin. & Ind.:													
1880.....	392,632	375,619	308,787	281,650	303,906	334,742	400,332	434,164	410,103	444,104	422,123	388,454	4,396,019
1881.....	399,903	271,176											
Denver and Rio Grande:													
1880.....	124,893	128,291											
1881.....	307,476	317,681											
Dubuque and Sioux City:													
1880.....	79,922												
1881.....	79,062												
Hannibal & St. Joseph:													
1879.....	137,047	137,039	211,899	165,444	134,070	107,560	99,811	141,533	176,810	239,735	193,125	253,333	1,997,405
1880.....	176,079	166,965	216,327	200,059	189,125	177,861	163,484	212,896	209,068	240,359	204,116	257,241	2,537,954
1881.....	153,067	126,113											
Houston and Texas Central:													
1880.....	319,041	429,803											
1881.....	359,706	432,475											
Illinois Central:													
1880.....	595,213	613,806	613,008	535,733	665,120	681,736	724,095	732,755	506,836	880,211	783,120	673,181	8,304,512
1881.....	600,472	492,851											
Indiana, Bloomington and Western:													
1880.....	80,498												
1881.....	90,283												
Louisville and Nashville:													
1880.....	674,455	575,035											
1881.....	805,010	803,490											
Mobile and Ohio:													
1880.....	250,116	204,094											
1881.....	218,243	211,353											
Mo., Kan. & Texas:													
1879.....	194,454	194,856	224,559	189,218	217,833	221,892	258,659	306,330	380,759	387,701	386,086	380,928	3,343,373
1880.....	367,387	326,306	358,508	348,275	274,626	307,052	325,167	250,700	369,065	407,549		359,672	
New York Central and Hudson River:													
1879.....	2,024,812	2,210,304	2,474,392	2,214,826	2,211,010	2,022,823	2,194,423	2,546,028	2,922,396	2,898,586	2,801,835	2,846,216	29,367,451
1880.....	2,593,612	2,317,230	2,854,834	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	3,095,198	3,047,541		
New York, Lake Erie & Western:													
1879.....	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,497	1,713,697	1,515,835	1,398,244	16,509,121
1880.....	1,296,581	1,252,218	1,644,968	1,643,151	1,592,544	1,661,812	1,580,976	1,606,574	1,786,417	1,899,910	1,799,338	1,726,78	19,491,367
1881.....	1,143,437												
Northern Central:													
1879.....	265,003	273,607	334,166	328,869	317,568	315,307	324,425	316,716	426,837	413,534	377,316	414,599	4,107,949
1880.....	334,494	330,960	416,325	386,130	329,788	419,193	450,298	453,923	464,093	512,917	459,054	494,310	5,050,387
Northern Pacific:													
1880.....	81,212	77,259											
1881.....	109,805	79,976											
Philadelphia and Erie:													
1880.....	224,307												
1881.....	224,303												
Philadelphia and Reading:													
1879.....	900,482	825,154	889,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,239
1880.....	1,239,177	1,016,278	1,404,878	1,328,661	1,307,149	1,286,168	1,169,874	1,415,834	1,877,073	1,563,794			
Louis and San Francisco:													
1880.....	195,695	199,644											
1881.....	212,435	178,234											
Paul and Sioux City:													
1880.....	88,422												
1881.....	111,731												
St. Louis, Alton and Terre Haute:													
1880.....	153,139	149,211											
1881.....	169,458	156,818											
St. Louis, I. Mt. & South'n:													
1880.....	555,923	490,195	450,620	403,300	372,290	365,300	442,000	543,555	661,400	678,200	626,725	655,100	6,258,419
1881.....	559,400	548,344											
St. Paul, Minn. and Man:													
1880.....	180,239	137,645											
1881.....	254,187	159,482											
Webash, St. Louis & Pacific:													
1880.....	925,603	933,143	982,480	890,137	946,186	952,049	1,065,080	1,185,325	1,177,134	1,526,475	1,105,616	962,663	12,336,183
1881.....	911,617	911,922											

COUNTERFEIT NOTE LIST.

1s.			
Boston, Mass.	National Eagle	Letter A, July 1, 1865.	(Photographed.)
2s.			
Kinderhook, N. Y.	National Union	Letter A, July 1, 1865.	
Lindbergh, N. Y.	National Union	" " " " " " " "	
Newport, R. I.	Nat. Bank of Rhode Island	" A, Nov. 1, 1865.	
New York, N. Y.	Ninth	" A, Jan. 2, 1865.	
New York, N. Y.	Marine	" A, July 1, 1865.	
New York, N. Y.	Market	" " " " " " " "	
New York, N. Y.	St. Nicholas	" " " " " " " "	
Peekskill, N. Y.	Westchester County	" A, Aug. 15, 1865.	
Philadelphia, Pa.	Sixth	" A, July 1, 1865.	
5s.			
Amsterdam, N. Y.	Manufacturers'	Letter B, April 15, 1875.	
Aurora, Ill.	First	" A, Nov. 2, 1863.	
Boston, Mass.	Globe	" C. (Photographed)	
Boston, Mass.	Pacific	" B, Series 1875.	
Canton, Ill.	First	" A, May 21, 1864.	
Castleton, N. Y.	National Bank of Castleton	" D, March 10, 1865.	
*Ceil, Ill.	First	" A, May 10, 1865.	
Chicago, Ill.	First	" " " " " " " "	
Chicago, Ill.	Central	" " " " " " " "	
Chicago, Ill.	Merchants'	" " " " " " " "	
Chicago, Ill.	Traders'	" " " " " " " "	
Chicago, Ill.	German	" A, March 10, 1865.	
Chicago, Ill.	Union	" " " " " " " "	
Dedham, Mass.	Dedham	" B, Series 1875.	
Fall River, Mass.	Pocasset	" C, Jan. 2, 1865.	
*Galena, Ill.	First	" A, May 10, 1865.	
Hanover, Pa.	First	" D, Feb. 20, 1864.	
Jackson, Mich.	People's	" D, Oct. 2, 1865.	
Jewett City, Conn.	Jewett City	" B, Sept. 1, 1865.	
Montpelier, Vt.	Montpelier	" A, Series 1875.	
New Bedford, Mass.	Merchants'	" C, Feb. 14, 1865.	
Northampton, Mass.	First	" C, May 2, 1865.	
Paxton, Ill.	First	" A, Oct. 20, 1871.	
Pawling, N. Y.	National Bank of Pawling	" A, July 20, 1865.	
Peru, Ill.	First	" A, June 2, 1864.	
Rome, N. Y.	Fort Stanwix	" B, Sept. 1, 1865.	
Southbridge, Mass.	Southbridge	" B, May 10, 1875.	
Tamaqua, Pa.	First	" B, July 1, 1865.	
Troy, N. Y.	National State Bank	" A, May 10, 1865.	
Virginia, Ill.	Farmers'	" " " " " " " "	
Westfield, Mass.	Hampden	" C & D, Aug. 1, '65.	
10s.			
Albany, N. Y.	Albany City	Letter A, July 20, 1865.	
Auburn, N. Y.	Auburn City	" A, July 20, 1865.	
Buffalo, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.	
Lafayette, Ind.	Lafayette	" A, Dec. 23, 1874.	
Lockport, N. Y.	First	" A, Feb. 20, 1865.	
Muncie, Ind.	Muncie	" A, Feb. 14, 1865.	
Newburgh, N. Y.	Highland	" A, July 1, 1865.	
New York, N. Y.	American	" A, May 12, 1865.	
New York, N. Y.	Marine	" A, July 1, 1865.	
New York, N. Y.	Market	" " " " " " " "	
New York, N. Y.	Merchants'	" " " " " " " "	
New York, N. Y.	Nat. Bank of Commerce	" " " " " " " "	
New York, N. Y.	Nat. Bank State of N. Y.	" " " " " " " "	
Philadelphia, Pa.	First	" B, Feb. 20, 1864.	
Philadelphia, Pa.	Third	" " " " " " " "	
Poughkeepsie, N. Y.	First	" A, Aug. 1, 1865.	
Poughkeepsie, N. Y.	City	" A, July 4, 1865.	
Poughkeepsie, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.	
Red Hook, N. Y.	First	" A, Feb. 20, 1865.	
Richmond, Ind.	Richmond	" A, March 15, 1873.	
Rochester, N. Y.	Flour City	" A, July 1, 1865.	
Rome, N. Y.	Central	" A, May 12, 1865.	
Syracuse, N. Y.	Syracuse	" A, Aug. 1, 1865.	
Troy, N. Y.	Mutual	" A, May 10, 1865.	
Waterford, N. Y.	Saratoga County	" A, July 1, 1865.	
Watkins, N. Y.	Watkins	" A, Aug. 1, 1865.	
20s.			
Indianapolis, Ind.	First	Letter A, Nov. 2, 1863.	
New York, N. Y.	First	" B, July 19, 1865.	
New York, N. Y.	Market	" B, Jan. 19, 1865.	
New York, N. Y.	Merchants'	" B, July 19, 1865.	
New York, N. Y.	Nat. Bank of Commerce	" " " " " " " "	
New York, N. Y.	Nat. Shoe & Leather	" " " " " " " "	
New York, N. Y.	Tradesmen's	" B. (Photographed.)	
50s.			
Albany, N. Y.	Merchants'	Bank No. 759 to 766 45,195 to 45,202	
Barre, Vermont	Nat. B'k of Barre	911 to 936 932,805 to 932,830	
Boston, Mass.	Nat. H. & Leather	11,919 to 11,972 22,900 to 22,953	
New York City	Third Nat. Bank	9,414 to 9,428 644,416 to 644,430	
100s.			
Baltimore, Md.	National Exchange	Letter A, Feb. 2, 1864.	
Boston, Mass.	First	" A, July 20, 1865.	
Boston, Mass.	Nat. Revere	" A, Dec. 22, 1864.	
Cincinnati, Ohio	Ohio	" A, April 15, 1864.	
New York, N. Y.	Central	" A, Feb. 14, 1865.	
New Bedford, Mass.	Merchants'	" A, Series 1875.	
Pittsburg, Pa.	Nat. B'k of Commerce	" A, July 20, 1865.	
Pittsfield, Mass.	Pittsfield	" A, Nov. 2, 1863.	
Wilkesbarre, Pa.	Second	" " " " " " " "	
OTHER CHECK LETTERS.			
The following is a list of banks having plates bearing check letters other than A, B, C, D:			
5s	National Bank of the Republic, Boston, Mass.	Charter number 379; Check letters E, F, G, H.	
5s	Manufacturers' National Bank, Amsterdam, N. Y.	Charter number 2239; Check letters E, F, G, H.	
5s	Lycoming National Bank, Williamsport, Pa.	Charter number 2227; Check letters E, F, G, H.	
10s	First National Bank, Hoboken, N. J.	Charter number 1444; Check letters on 10s D, E, F, and 20s B.	
20s	Merchants' National Bank, New Bedford, Mass.	Charter number 799; Check letters B, C, D, E.	
NEW ISSUE OF U. S. TREASURY NOTES.			
NOT COUNTERFEITED.			
1s	In centre is portrait of George Washington.		
2s	Portrait of Thomas Jefferson.		
5s	Portrait of Andrew Jackson.		
10s	Portrait of Daniel Webster.		
20s	Portrait of Alex. Hamilton.		
50s	Portrait of Benjamin Franklin.		
100s	Portrait of Abraham Lincoln.		
500s	Vignette representing Victory divested of her Armor.		
1000s	Portrait of DeWitt Clinton, ex-Governor of New York State.		
* Only notes of the new issue counterfeited.			

Counterfeit Note List.**HOW TO USE THE LIST.**

All paper money in the United States is printed in sheets of four notes of one denomination on each sheet. Each bill bears a letter called the check letter, usually A, B, C or D, which appears on its upper left hand, and lower right hand corner. The notes are always numbered in their order on the sheets; thus all notes lettered A, will bear the number 1 or a number which divided by 4 will leave 1 remainder; the number accompanying B divided by 4 will leave 2 remainder, C, 3 remainder, D, no remainder. All genuine notes with letters A and C will have odd numbers, and all with B and D even numbers.

The counterfeiter makes his plate commonly from one bill and rarely prints more than one of the four letters. As soon as a spurious bill is discovered measures are taken to redeem all good bills of that denomination, bearing the same letter. This leaves the counterfeit alone in the field.

All bills bearing the letters given in the foregoing list should be refused by all non-experts.

We can assure our subscribers that there are no counterfeit bills on paper currency of the United States, which are known to the Secret Service Division at Washington at this date.

The National Bank notes printed in Italics are stolen and are worthless.

Banks starred do not exist, and the whole issue is fraudulent.

OFFICE OF THE HOMESTEAK MINING COMPANY, }
18 WALL-ST., NEW YORK, March 12, 1881. }

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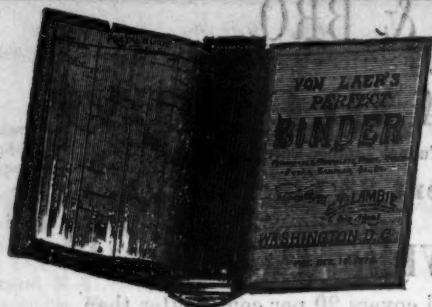
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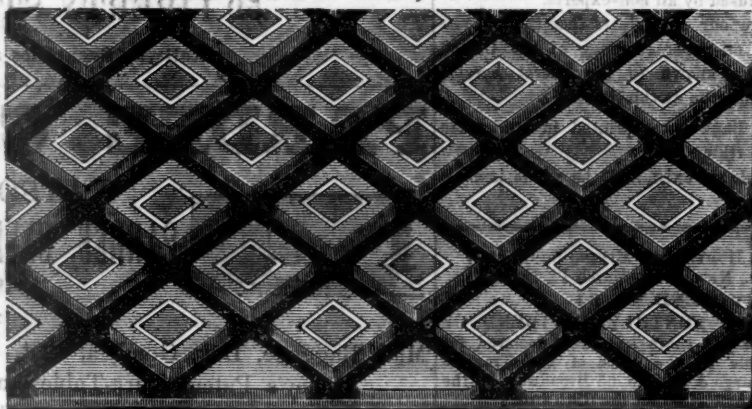
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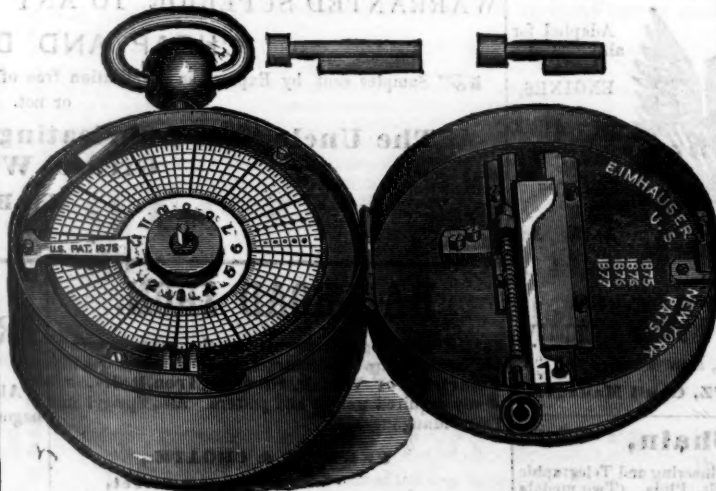
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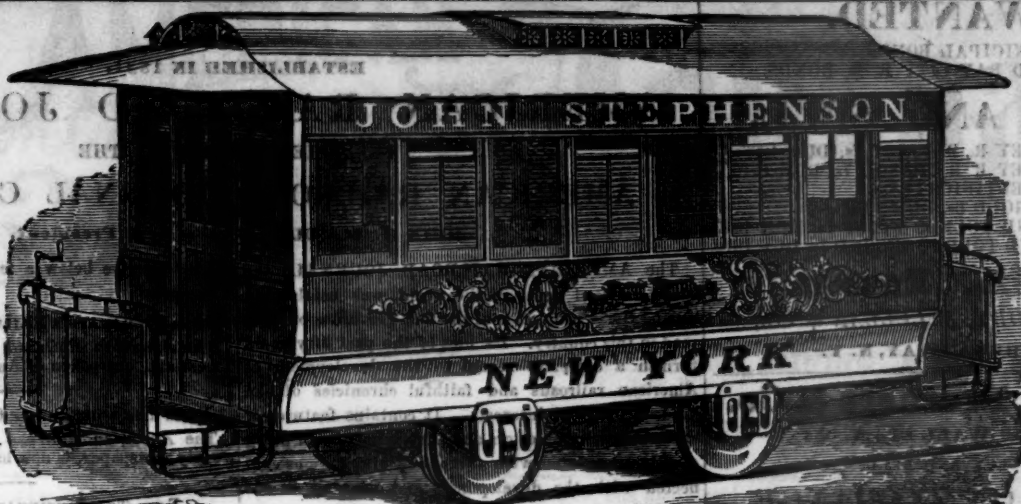
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